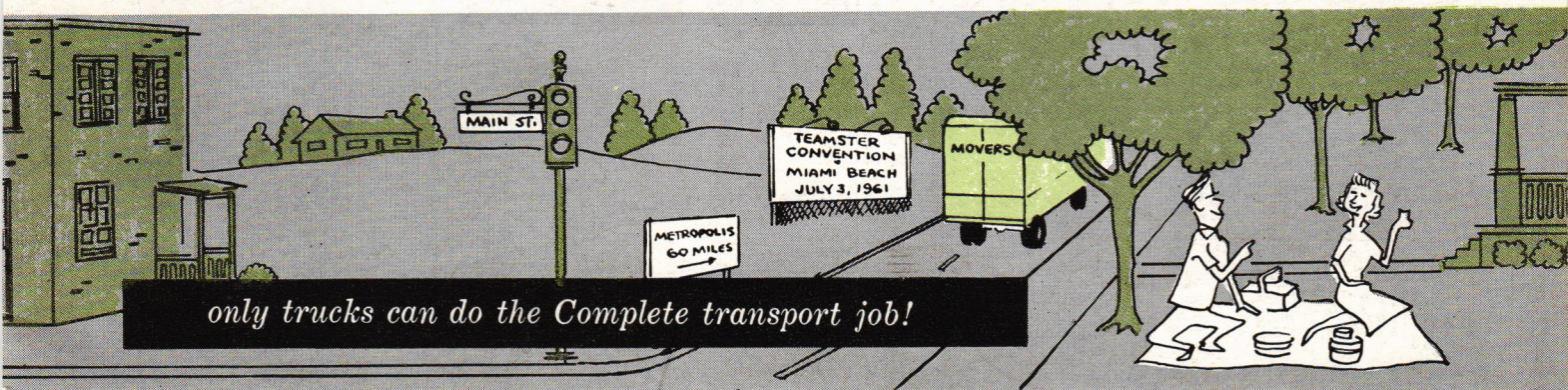
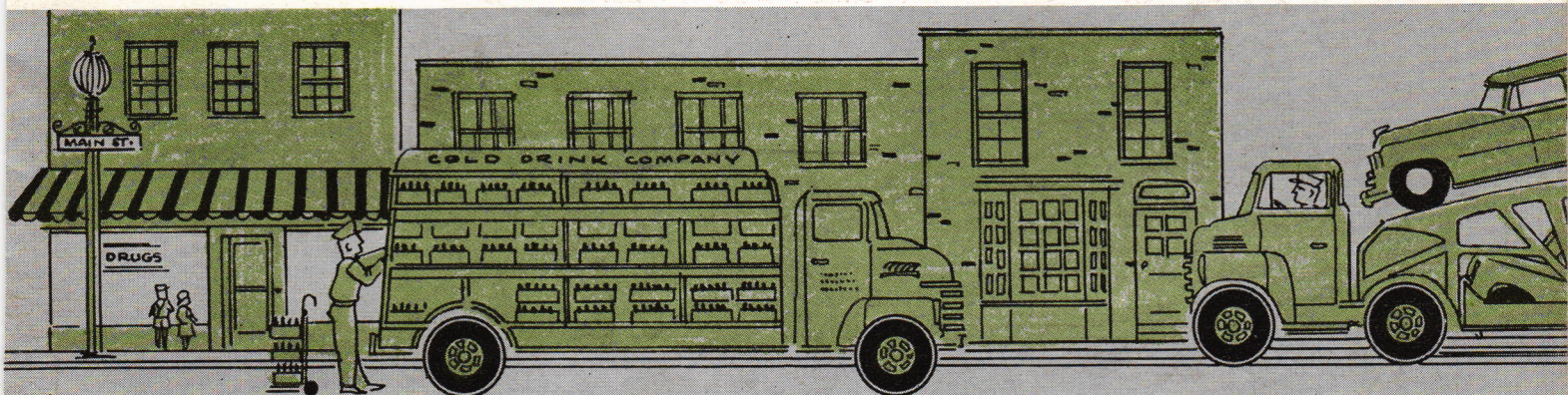
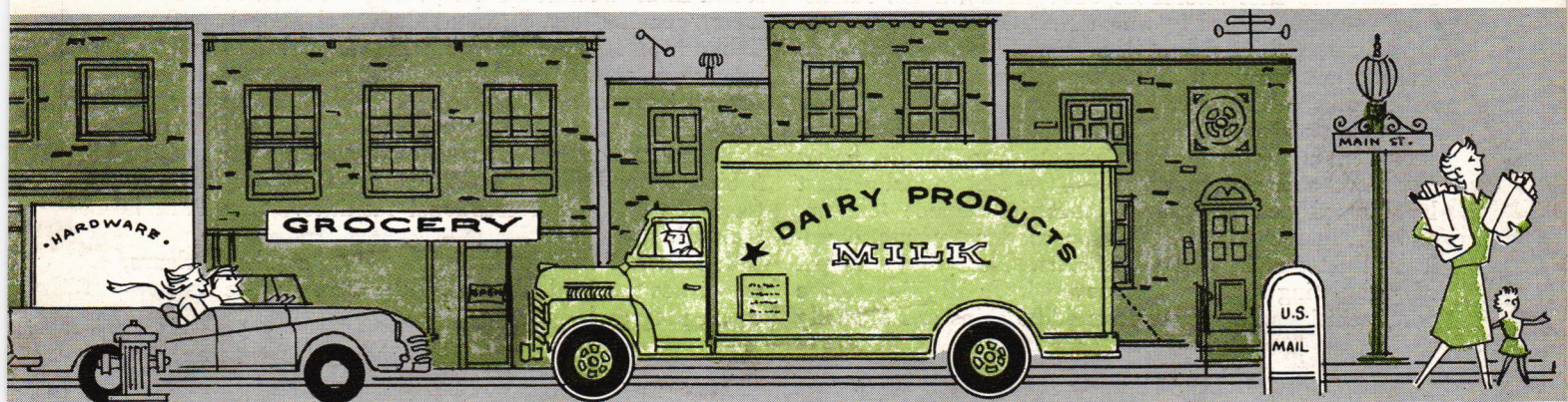
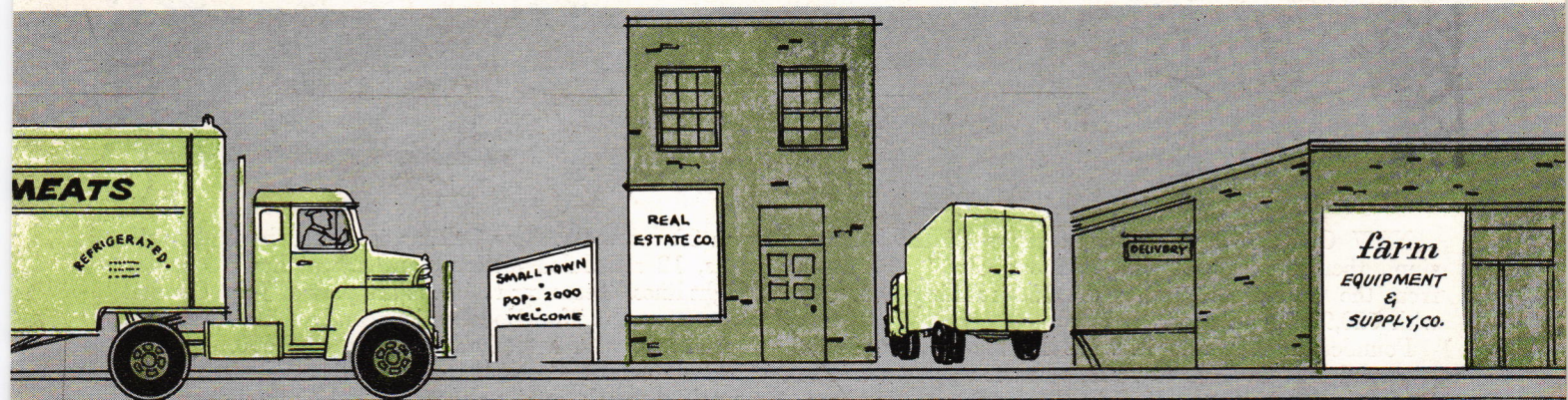


THE INTERNATIONAL  
*Teamster*  
DEDICATED TO SERVICE

JULY 1961



only trucks can do the Complete transport job!



# the Teamsters salute NEW ORLEANS



NEW ORLEANS, following a curve of the Mississippi, therefore called "The Crescent City," 110 miles from the Gulf of Mexico, is the 15th-ranking U.S. city with 620,979 population.

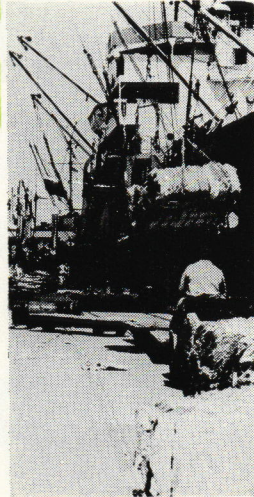
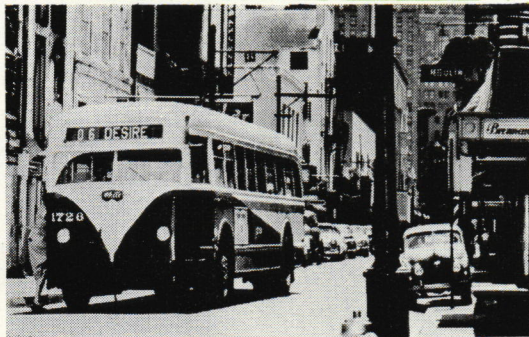
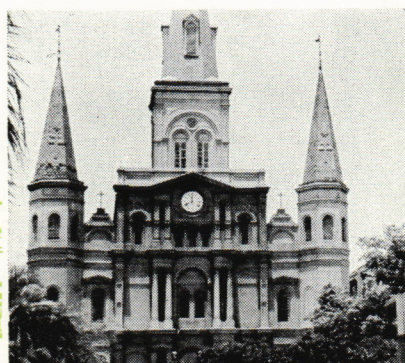
Founded as Bienville in 1718 by the French, Spain governed it from 1762 to 1803, when it was returned to France and sold to the U.S. in the Louisiana Purchase. In 1812 the first steamboat chugged down the Mississippi to begin an era in which New Orleans became the third-largest, third-richest U.S. city. Today shipping is still a prime activity with 20 miles of port facilities lining both banks of the river. More than 309 billion gallons of water flow past New Orleans daily (total U.S. consumption is 250 billion gallons!) The city is below river level and rainfall, averaging five feet annually, must be pumped out. Principal industries include tourism, seafood, lumber, trapping, cotton, rice, petroleum, chemicals, light metals, and sugar cane. Here the principal of granulating sugar was discovered. In addition to the port facilities where more than 4,500 ships call annually

from 39 countries, New Orleans is served by eight railroads, 12 scheduled airlines, and more than 70 motor freight lines. Teamster residents are part of Joint Council 93, composed of four local unions in Louisiana and one in Alabama with a total membership of 7,690.

An old-world atmosphere permeates the city; ornamental ironwork, quaint shops, and delicious cookery are found in the French Quarter, along with night spots featuring genuine jazz, St. Louis Cathedral (1794), and the Cabildo (1795.) Each year the Mardi Gras attracts thousands, as does the Sugar Bowl football classic, racing at Fairgrounds Park, the classes and sports spectacles of Tulane, Loyola, and the medical college of Louisiana State University. Sportsmen declare the hunting and fishing around New Orleans is superb. For residents there are 143 city recreational facilities. City Park is the nation's largest.

The INTERNATIONAL TEAMSTER salutes New Orleans, which has retained its old-world charm despite its new-world progress!

AMERICA'S CITIES No. 15 of a Series





## GENERAL EXECUTIVE BOARD

**JAMES R. HOFFA**  
General President  
25 Louisiana Ave., N. W.,  
Washington 1, D. C.

**JOHN F. ENGLISH**  
General Secretary-Treasurer  
25 Louisiana Ave., N. W.,  
Washington 1, D. C.

**JOHN T. O'BRIEN**  
First Vice President  
4217 S. Halsted St.  
Chicago 9, Ill.

**JOSEPH J. DIVINY**  
Second Vice President  
25 Taylor St.,  
San Francisco 2, Calif.

**EINAR MOHN**  
Third Vice President  
870 Market St.,  
San Francisco 2, Calif.

**HARRY TEVIS**  
Fourth Vice President  
535 Fifth Ave.,  
Pittsburgh 19, Pa.

**JOHN O'ROURKE**  
Fifth Vice President  
265 W. 14th St.,  
New York 11, N. Y.

**THOMAS E. FLYNN**  
Sixth Vice President  
100 Indiana Ave., N. W.,  
Washington 1, D. C.

**GORDON R. CONKLIN**  
Seventh Vice President  
320 University Ave.,  
St. Paul 3, Minn.

**JOHN B. BACKHUS**  
Eighth Vice President  
N. W. Cor. 11th and Chew Sts.,  
Philadelphia 41, Pa.

**GEORGE MOCK**  
Ninth Vice President  
Heckes Bldg.,  
831 H St.,  
Sacramento 14, Calif.

**MURRAY W. MILLER**  
Tenth Vice President  
1330 N. Industrial Blvd.,  
Dallas 7, Texas

**HAROLD J. GIBBONS**  
Eleventh Vice President  
25 Louisiana Ave., N. W.,  
Washington 1, D. C.

**ANTHONY PROVENZANO**  
Twelfth Vice President  
707 Summit Ave.  
Union City, N. J.

**FRANK FITZSIMMONS**  
Thirteenth Vice President  
2741 Trumbull Ave.  
Detroit 16, Mich.

## TRUSTEES

**JOHN ROHRICH**  
2070 E. 22nd St.,  
Cleveland 15, Ohio

**RAY COHEN**  
105 Spring Garden St.,  
Philadelphia 23, Pa.

**FRANK J. MATULA, JR.**  
1616 W. Ninth St.,  
Los Angeles 15, Calif.

# THE INTERNATIONAL Teamster

DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume 58, No. 7

July, 1961

**18th Convention Opens in Miami** ..... 3  
*some 2,000 delegates begin deliberations*

**Past Conventions Mirror Progress** ..... 7  
*1903 meeting was union's first*

**Hearings Resume on S. 1197** ..... 17  
*rail lobby hopes to drag out testimony*

**Canada's Rail Subsidies Attacked** ..... 19  
*Canadian Teamsters wage all-out fight*

**Automation in Dairy, Canning Industries** ..... 20  
*part three in series of special reports*

**Welfare and Pension Reporting Act Proposed** ..... 25  
*union urges safeguards, supports aims*

## On Page 13, a SPECIAL REPORT: *Trucks in America*



The International Teamster has a monthly circulation of 1,321,000 and an estimated readership of 3,510,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:  
Teamsters Union, Office of Public Relations and Publications,  
25 Louisiana Ave. N. W., Washington 1, D. C.



POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)





## **Intrastate Drivers Win Overtime**

The Circuit Court of Appeals in Chicago last month ruled that time-and-a-half overtime provisions of the Fair Labor Standards Act apply to 15 drivers operating trucks within the state of Illinois.

It was viewed as a significant decision by the Department of Labor's Wage-Hour and Public Contracts Divisions which waged the suit against the drivers' employer. The decision reversed the findings of the Federal District Court in Peoria.

The company employs some drivers in interstate traffic, but the 15 operate solely within the Illinois. The company maintained the 15 were subject to ICC jurisdiction and exempt from overtime provisions of the Fair Labor Standards Act. However, the ICC rejected jurisdiction in a brief filed with the court.

## **L.A. Member Gets Retired Honors**

Harry Dahn, a member of Local 683, Los Angeles, since 1941 and a Teamster member before that date, has been awarded a "Retired Member in Good Standing" card which permits him to attend all future membership meetings of the Local.

The presentation was made at a membership meeting, at which time he was also presented with his first Western Conference pension check.

## **Safety Awards To Three Of L.U. 180**

Western Truck Lines has given safe-driving awards to three members of Local 180, Los Angeles, covering sleeper cab drivers. Honored for safety were Bob Thais, 18 years; Ray Bond, 16 years, and James Lynch, 14 years.

## **Short Strike Wins L.U. 458 Contract**

President Henry Hopkins of Local 458, Detroit, has announced settlement of a six-day strike against the Detroit Lumbermen's Association and the signing of a three-year contract carrying a 20-cent package spread over the life of the pact. A \$3-a-week per man contribution into a health and welfare plan is a feature of the new contract.

## **Seattle Ushers Elect Teamsters**

Ushers, gate tenders, and ticket sellers at Seattle, Washington's, big Rainier Stadium have voted overwhelmingly for representation by Local Union 309. The same local is now seeking authorization for the same workers at Longacres race course.

## **L.U. 107 Member Is Fire Hero**

Bill Hale, member of Local Union 107, Philadelphia, saved three people

from probable certain death in an explosion and fire. A driver for United Parcel, he had just made a pickup at the address and was on the street when he heard a muffled explosion behind him in the building. He pulled down the escape ladder and removed three people from the building before fire and smoke drove him from the building. Three others died in the explosion and fire. Hale is a shop steward at United Parcel.

## **Teamster Earns Safety Kudos**

Francis J. Martin, 58, member of Local Union 107, Philadelphia, driver for Adley Express Co., has been named 1960 Driver-of-the-Year by the Pennsylvania Motor Truck Association. He has driven more than a million and a half accident-free miles in 39 years.

## **Teamster Keeps Promise to Tots**

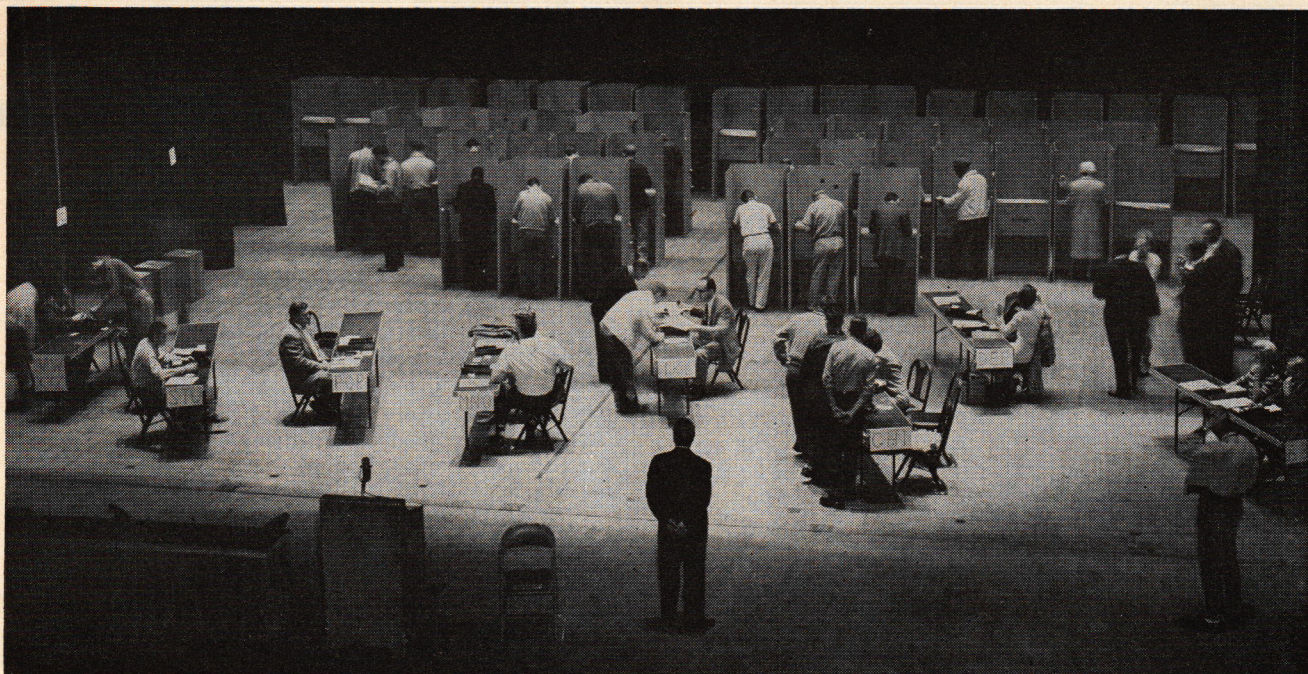
Ed Lindgren, member of Local Union 66, Seattle, Washington, was on his route for Arden Farms when a ball hit by boys playing a game flew into the street and lodged between the truck's drive shaft and frame. Lindgren saw the removal would take a long time and, with a route schedule to keep, he told the protesting boys he would "buy them a bucketful of balls" in order to get on his way. True to his word, Ed turned up at one of the boys' homes with a bucket full of baseballs!

## **Local 351 Scores Organizing Gains**

Teamsters Local 351 in Vancouver, B.C., recently organized employees at two discount houses there. One—Hamilton Harvey & Son, Ltd.—displays the Teamsters Union service insignia on front and rear doors. The other, where negotiations were under way as this issue went to press, is the Acme Novelty, Ltd.

Local 351 also recently organized the guard and watchmen of Pinkertons of Canada in British Columbia. John Brown, Local 351 secretary, announced that this is a new field for the Teamsters in that area. First such group organized there was the Greater Vancouver Patrol and Guard Service.





Secret ballot voting, such as shown above, was required for election of all delegates to the Teamster convention. Shown above are members of Local 688 voting in 50 booths set up for this purpose on stage of civic auditorium in St. Louis.

## Committees Meet Early

# 18th Convention Opens July 3

**SOME 2,000 DELEGATES** and many hundreds of alternates, visitors, and Teamster families arrived in Miami Beach, Fla., at the end of June to attend the 18th Convention of the International Brotherhood of Teamsters.

The week-long session was to begin in the Deauville Hotel July 3 with headquarters established in the adjacent Carillon Hotel.

Primary orders of business: the election of International Union officers and passage of constitutional amendments.

In charge of arrangements for the convention is International Vice President Murray W. Miller of Dallas, Tex.

The work of preparing for the convention is being shared by committees which began meeting a week or more before the opening session.

The 22-member Constitution Committee, charged with the

duty of recommending constitutional changes to the delegates, began meeting on Thursday, June 22.



Vice President Miller  
Heads Arrangements

The seven-man Credentials Committee, under the chairmanship of Roy Williams of Kansas City, Mo., began meeting on Monday, June 26. This committee has the important job of assuring that all delegates have been properly elected and that their credentials are in order before being seated.

The Resolutions Committee, composed of 19 members and chaired by Ted Merrill of Long Beach, Calif., began meeting on Thursday, June 29.

Three other committees began work on Friday, June 30. They are the 18-member Rules Committee, headed by Vice President Miller; the 11-member Appeals and Grievances Committee, headed by Jack Goldberger of San Francisco, Calif.; and the 21-member Officers' Report Com-

*(Continued on page 6)*



# Convention Committee

## Arrangements Committee

M. W. Miller, Dallas, Texas, Chairman  
J. W. Morgan, Miami, Florida  
W. W. Teague, Dallas, Texas  
L. M. Hoover, Jackson, Mississippi  
Joseph Bernstein, Chicago, Illinois  
Joseph Glimco, Chicago, Illinois  
Lew Cornelius, Portland, Oregon



Roy Williams

## Credentials Committee

Roy Williams, Kansas City, Chairman  
Charles Kirschbaum, Des Moines, Iowa  
Joseph Konowe, New York, New York  
Charles Lindsay, Denver, Colorado  
William Nissen, Los Angeles, California  
Frank Ranney, Milwaukee, Wisconsin  
Elvin Hughes, Rock Island, Illinois

## Assistants to the Credentials Committee

Norman Murrin, South Bend, Indiana  
Don Peters, Chicago, Illinois  
Steve Woda, Toledo, Ohio  
Basil French, Manchester, N. H.  
George Leonard, Los Angeles, Calif.

## Constitution Committee

James R. Hoffa, Chairman  
H. J. Gibbons, Co-Chairman  
Einar O. Mohn, San Francisco, Calif.  
Thomas E. Flynn, Washington, D. C.  
M. W. Miller, Dallas, Texas  
Lawrence N. Steinberg, Toledo, Ohio

## Constitution Committee (Cont'd.)

Anthony Provenzano, Union City, N. J.  
Bill Williams, Seattle, Washington  
Jack Estabrook, Portland, Oregon  
George Cavano, Seattle, Washington  
Arnold Moss, San Francisco, Calif.  
Richard Seltzer, Los Angeles, Calif.  
Robert Holmes, Detroit, Michigan  
Frank Fitzsimmons, Detroit, Mich.  
Pete Saffo, St. Louis, Missouri  
Ray Schoessling, Chicago, Illinois  
Norman Kegel, Pittsburgh, Penna.  
Raymond Cohen, Philadelphia, Penna.  
John Strong, New York, New York  
Weldon Mathis, Atlanta, Georgia  
Charles Winters, New Orleans, La.  
Verne Milton, Seattle, Washington

## Officers' Report Committee

John T. O'Brien, Chicago, Chairman  
Frank Matula, Los Angeles, Calif.  
John Marshall, Los Angeles, Calif.  
Thomas White, San Francisco, Calif.  
Vernon Pankey, Oakland, Calif.  
Ted St. Peter, Fargo, North Dakota  
William Presser, Cleveland, Ohio  
Louis Triscaro, Cleveland, Ohio  
Paul Priddy, Louisville, Ky.  
Morris Alpert, Mobile, Alabama  
Julius Griner, Jacksonville, Florida



Vice President O'Brien



# Assignments Announced

## Officers' Report Committee (Cont'd.)

Perry Shyrock, Tulsa, Oklahoma  
Frank Rebhan, Charleston, W. Va.  
F. Maggio, Syracuse, New York  
Patrick J. Riley, Perth Amboy, N. J.  
John Backhus, Philadelphia, Penna.  
Gordon Conklin, St. Paul, Minn.  
Harry Tevis, Pittsburgh, Penna.  
George E. Mock, Sacramento, Calif.  
Joseph J. Diviny, San Francisco, Calif.  
Robert Coar, New Brunswick, N. J.

## Resolutions Committee

Ted Merrill, Long Beach, Chairman  
Richard Klinge, Seattle, Washington  
Wendel Kiser, Sacramento, California  
George Sebestyn, San Francisco, Calif.  
Jack Jorgensen, Minneapolis, Minn.  
Edwin D. Dorsey, St. Louis, Missouri  
Bernard Marcus, Philadelphia, Penna.  
Clifford Kohne, Baltimore, Maryland  
Herbert Heilmann, Newark, New Jersey  
R. F. DePerno, Utica, New York  
Robert Smith, Buffalo, New York  
Odell Smith, Little Rock, Arkansas  
W. L. Piland, Dallas, Texas  
James W. Hughes, Tampa, Florida  
J. W. Wallace, Kingsport, Tenn.  
Larry Vance, Portland, Oregon  
Fred J. Roberto, Bridgeport, Conn.  
Thomas C. Healey, Boston, Mass.  
John Pisano, New Haven, Conn.



Ted Merrill



Jack Goldberger

## Appeals and Grievances Committee

Jack Goldberger, San Francisco, Chairman  
Fullmer H. Latter, Salt Lake City, Utah  
Jim Farrington, Yakima, Washington  
Joseph O'Hare, Minneapolis, Minnesota  
Frank Gillespie, Chicago, Illinois  
Louis Peick, Chicago, Illinois  
Lester Connell, New York, New York  
Joseph Trerotola, New York, New York  
R. G. Miller, Houston, Texas  
R. C. Cook, Atlanta, Georgia  
Stewart Hall, Memphis, Tennessee

## Rules Committee

M. W. Miller, Dallas, Chairman  
John J. O'Rourke, New York, N. Y.  
Nicholas Morrissey, Boston, Mass.  
Francis J. Murtha, Chicago, Ill.  
John Hoh, New York, N. Y.  
Charles Bell, Washington, D. C.  
Robert Bock, Los Angeles, Calif.  
Wendell Phillips, San Francisco, Calif.  
William Carter, Las Vegas, Nevada  
E. S. Benjamin, Portland, Oregon  
Sam Smith, Wichita, Kansas  
Tony Felicetta, Minneapolis, Minn.  
Pat Mackey, Grand Rapids, Michigan  
Oscar Kofkin, Chicago, Illinois  
Maurice Mitchell, Amarillo, Texas  
E. F. Johnson, Shreveport, La.  
V. V. Alexandrof, Seattle, Washington  
Wm. McCarthy, Boston, Mass.



# 18th Convention Opens

(Continued from page 3)

mittee, under the chairmanship of International Vice President John T. O'Brien of Chicago.

Delegates to the 18th Convention have been elected under rules carefully prescribed by the International Union under provisions of the Landrum-Griffin Act. Chief requirement was the use of the secret ballot in the election of delegates and alternates.

## Supervision Urged

The International Union also recommended the use of outside agencies, wherever practicable, to supervise the election of delegates, specifying that the local union membership "will have the right at the nomination meeting to determine whether it desires to have the election (of delegates) supervised by an outside agency. The question must be passed upon by the membership."

Miami Beach was chosen as the site of the 1961 convention because it was the only city where adequate hotel and other accommodations could be obtained on a few months' notice. An estimated 5,000 delegates, alternates, functionaries and visitors will be in attendance at the convention.

Miami Beach was also the site of the 1957 convention.

The convention was authorized by a Federal Court order last March which also dissolved the Board of Monitors under which the IBT functioned since Jan. 31, 1958 (see page 10 for a chronology of the Board of Monitors).

Local unions are entitled to delegates on the basis of one for the first 750 members or less, and one delegate for each additional 750 members or majority thereof. No delegate shall have

more than one vote and no proxy votes are allowed.

Each local was free to determine the number of alternates it wished to send to the Convention.

Every effort has been expended to assure that the Convention is conducted in full accord with the Federal Court order, the Landrum-Griffin Act, and the provisions of the union constitution.

## Right to Nominate

The International Union directed each local that "all members in good standing (by having paid current month's dues or on check-off) shall have reasonable opportunity to nominate candidates, and shall have the right to

## Sergeants-at-Arms Named for Convention

James Clift, Detroit, Chief  
Dave Johnson, Detroit, Mich.  
Lloyd McKim, Lansing, Mich.  
Eddie Donovan, Chicago, Ill.  
Michael Norton, Boston, Mass.  
Edw. J. Mattox, Coos Bay, Ore.  
George Suttle, Dallas, Texas  
J. O. Peveto, Beaumont, Tex.  
Bob Shaw, Medford, Oregon  
Rolland McMaster, Detroit, Mich.

Dick Loy, Dayton, Ohio  
Tom Messina, Pittsburgh, Pa.  
Mike Singer, Los Angeles, Calif.  
Jack Armand, Pittsburgh, Pa.  
Lawrence Mullen, Philadelphia, Pa.

Frank Abrimont, Atlantic City, N. J.  
John Drobish, Los Angeles, Calif.

James Haggin, Portland, Ore.  
Del Nabors, Kansas City, Mo.  
Al Menard, Los Angeles, Calif.  
Clyde Crosby, Portland, Ore.  
John Sheridan, San Francisco, Calif.

M. E. Anderson, Los Angeles, Calif.

Carl J. Windschanz, Los Angeles, Calif.

Edward Battisfore, Philadelphia, Pa.

vote for or otherwise support their candidate (for delegate) without being subject to penalty, discipline or improper interferences or reprisal of any kind by the labor organization or any member thereof.

"The (Landrum-Griffin) law further provides that no money received by your local union by way of dues, assessment or similar levy, and no monies of an employer, shall be contributed or applied to promote the candidacy of any person in this election.

"There must be a secret ballot election even though there are only as many nominees as the number of delegates and alternates to which the local union is entitled. . . . Be sure to consult with your attorney to assure compliance with the law."

In the authorized delegate allotments, the Central Conference as a group led the other conferences with 757, followed by the Eastern Conference with 711; Western with 528; and Southern with 115.

Among the Joint Councils, New York City led in the number of authorized delegates with 216, followed by Chicago with 186; Los Angeles with 147; Philadelphia with 112; and San Francisco with 95.

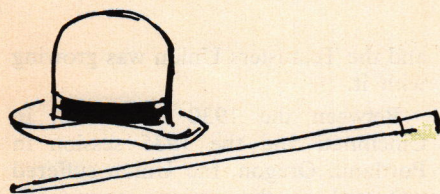
## Others in Top 10

Rounding out the top ten were New Jersey, 86; Cleveland, 86; Sacramento, 75; Detroit, 74; and Seattle, 73.

As part of the Court Order directing the call of a special convention, Federal Judge F. Dickinson Letts approved a set of rules governing the nomination and election of delegates to the convention.

A full report on the deliberations of the Convention will be carried in a special August convention issue.





# PAST TEAMSTER CONVENTIONS MIRROR PROGRESS OF UNION AND THE NATION



In 1899—last year of the “gay 90s”—America was humming its first ragtime tune, a ditty called “Maple Leaf Rag.” On October 14, that year, the *Literary Digest*—one of the country’s foremost periodicals at the time—made this comment on the future of the automobile:

“The ordinary ‘horseless carriage’ is at present a luxury for the wealthy; and altho its price will probably fall in the future, it will never, of course, come into as common use as the bicycle.”

That same year, about 1200 men in 18 local unions in the midwest established a national organization which was the forerunner of the International Brotherhood of Teamsters. Inside of a few years, *Literary Digest’s* prediction was beginning to look ridiculous. Motor transport began to play its big role in the nation’s production picture, and the Teamsters Union was on its way to becoming the largest and strongest union of working men and women in the world.

Shortly after the Team Drivers’

International Union was organized, another big Teamster group was formed in Chicago, called the Teamsters National Union of America. This organization far outnumbered the first union. As other and smaller groups came into existence, jurisdictional arguments flared.

A special committee set out to amalgamate the three factions of Teamsters. The convention which accomplished this met in October, 1903, in Niagara Falls, N. Y., and is recorded as the first convention of our International Union. The Union formed had 50,000 members and a treasury of \$25,000.

For the 1904 convention in Cincinnati, Ohio, many delegates traveled all the way from San Francisco. Delegates from New York that year saw the first speed limits posted in the country. The New York state law—first of its kind—set these limits: 10 miles per hour in “closely built-up districts”; 15 miles per hour in villages, and a racy 20 miles an hour in “open country.”

The 1904 convention voted to set

aside a lion’s share of the Union’s dues money for organizing and bargaining expenses, and organizing challenges continued to occupy the attention of the 1905 convention.

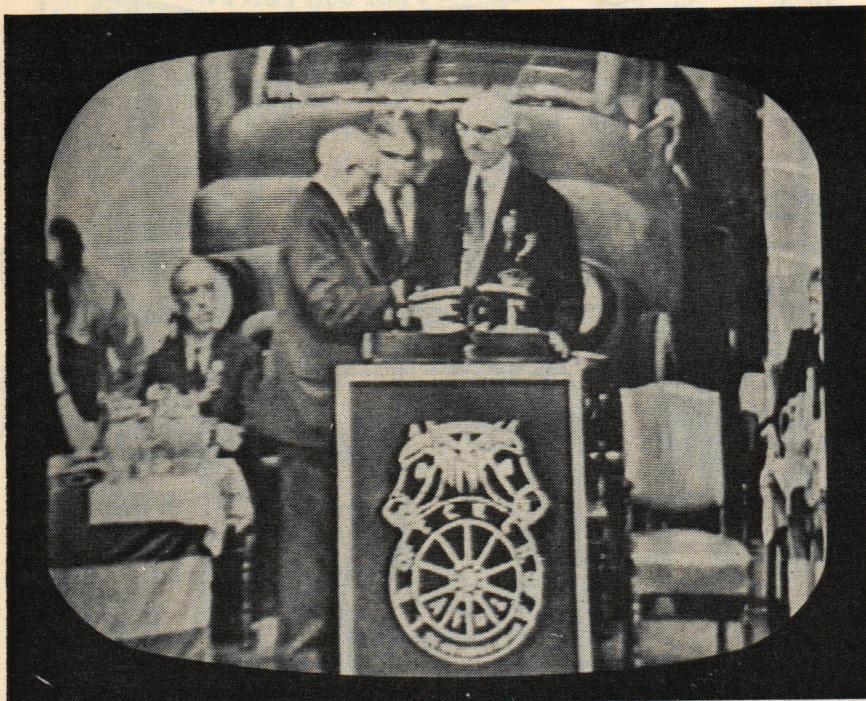
Then the organization was struck by growing pains, with internal strife developing. And on the question of strife, the automobile was still in the news in 1906, when the fourth convention was held in Chicago. Woodrow Wilson, destined a few years later to become president, said in a speech:

“Nothing has spread socialistic feeling in this country more than the use of the automobile.”

What Mr. Wilson was getting at was the fact only the wealthy could afford to drive a car. The rest were still on bicycles, like the *Literary Digest* had promised.

When the Teamsters Union met in Boston for the 1907 convention, the organization was beset with factional strife that threatened to destroy it. Daniel J. Tobin was elected general president on a unity slate, winning by a margin of 12 votes out of 200 cast. When Tobin assumed office, the





Convention in 1952 was first to be televised.

Union was \$1000 in debt. But a year later the treasury showed a balance of \$20,000 when delegates to the sixth convention met in Detroit. This session decided to hold conventions every second year instead of annually. Dan Tobin was re-elected, and he was firmly embarked on a career of service which was to see him hold the Union's top office for a total of 45 years.

About this time, the "motor" was making progress. In 1908, Henry Ford introduced his Model T. Its \$850 price tag was far beyond reach of the average American, but efficient manufacturing methods were to bring the price slowly downward. The "motor" already was having an impact on the nation's attitudes. The suntanned "outdoor girl" was replacing the soft, white Gibson Girl as the nation's ideal, largely because women were taking up automobile driving. Automobile "wrinkles," caused by open-air touring were soothed by applying application of raw, freshly cut cucumbers.

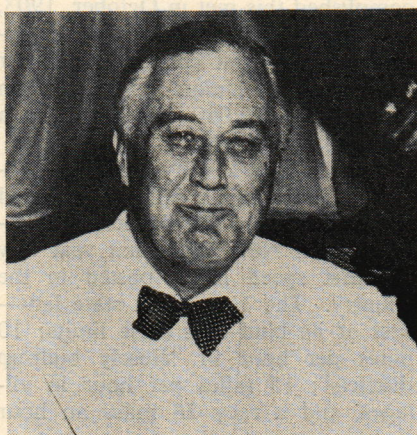
The 1912 convention, meeting in Indianapolis, decided to hold sessions once every three years. Three years later, delegates voted to put conventions on a once-every-five-years basis.

When Sam Gompers addressed the 1920 convention in Cleveland, there were 360 delegates in attendance. The convention upped the per capita tax

from 15 cents to 30 cents and increased strike benefits from \$5 to \$10 per week. At this session it was also decided to affiliate with the Canadian Trades and Labour Congress and the National Building Trades Department.

On the national scene, by 1920 the motor car was a definite element in the nation's economy. Cars were being sold at a growing rate which, by 1923, would put auto keys into the hands of one out of every four American families.

At the same time, the trucking industry was expanding at a rapid rate,



Franklin D. Roosevelt spoke at 1940 convention, campaigning for third term.

and the Teamsters Union was growing with it.

Between the 1930 convention in Cincinnati and the 1935 session in Portland, Oregon, the Union suffered upheaval as the nation experienced its worst economic crisis. Membership dipped to 70,000 in 1933, but had climbed back to 135,000 by the time of the Portland convention.

Delegates to the 1940 convention in Washington, D. C., heard an address by Franklin D. Roosevelt and enthusiastically endorsed his candidacy for a third term as President. Four years later, in the midst of World War II, FDR was to choose another Teamster meeting for the occasion to make the historic announcement that he would seek a fourth term.

The 1940 convention also noted with pride that membership had reached a half million strong—largest in the American Federation of Labor. At this session, too, "stablemen" was removed from the name, and "warehousemen" inserted.

When delegates met in San Francisco for the 1947 convention, they were faced with a changing climate in the field of government policy on trade unions. Taft-Hartley had not yet become law, but it was on its way. The convention adopted a resolution vigorously opposing the act. At this convention, John F. English became general secretary-treasurer to succeed John Gillespie, who had died.

The last two conventions of the Union can be summed up in a nutshell by pointing out that Presidential candidate Adlai Stevenson was on hand for the 1952 session in Los Angeles, and the whole nation watched the 1957 meeting in Miami, when it was clear that the anti-labor forces in America had launched a massive attack on the union movement by endeavoring to destroy its strongest segment—the Teamsters Union.

The nation watched—and it watched for almost four more years, as the Teamsters Union fought back on every front—in the courts, at the bargaining table, in the field.

As delegates meet in Miami Beach for the 18th convention, the Teamsters membership is at a record high of more than 1,700,000.

Maybe, just for old time's sake, delegates will hum a few bars of "Maple Leaf Rag," like they did way back in 1899.



## Teamsters Defeat Raid in Tampa



## Brewery Workers Vote Teamster

Local 388 members employed at the new Schlitz Brewery in Tampa, Florida, have won a hotly-contested representation election, defeating the AFL-CIO Brewery Workers.

Local 388 represents about 250 employees at the Schlitz and Budweiser breweries in Tampa. The National Labor Relations Board had ordered an election at the Schlitz Brewery to determine if the workers would remain the Teamsters or join the Brewery Workers.

The election was called because the AFL-CIO got 31 per cent of the membership employed at the brewery to petition the NLRB for a new representation election. It was just two years ago that the Teamsters defeated the AFL-CIO in an NLRB election when both Schlitz and Budweiser employees voted to have the Teamsters represent them.

Joe Tripp, secretary-treasurer of Local 388, characterized the maneuver as "a dishonest raid" which could have an adverse effect on the economic future of Tampa, in addition to destroying the wages, condition, and standards of living of Teamster members and their families.

"Peaceful labor-management relations at the Schlitz and Budweiser breweries threaten to be destroyed," said Tripp. "This is a black eye for organized labor, and also for Tampa."

"The Teamsters Union contract with the breweries is one of the best in America. It speaks for itself, and

we are proud of it. Our members receive an average wage of approximately \$3.00 an hour, plus fringe benefits that add another 55 cents an hour to their wages. Additionally, they enjoy working conditions that rank second to none, anywhere," he concluded.



Shown above are some of workers who waged successful campaign to prevent Brewery Workers' raid.



# **A Chronology of Important Developments Involving Board of Monitors**

**September 28, 1957—11:00 A.M.** On the application of thirteen individual members of six New York locals, United States District Judge F. Dickinson Letts of the United States District Court for the District of Columbia entered a preliminary injunction, the effect of which was to enjoin the holding of the 17th International Convention.

**September 28, 1957—4:00 P.M.** The United States Court of Appeals for the District of Columbia Circuit stayed the effectiveness of Judge Letts' injunction, thus permitting the convention to go forward.

**September 30, 1957—October 5, 1957.** 17th Convention of the International Brotherhood of Teamsters, Miami Beach, Florida.

**October 23, 1957.** District Judge Letts entered a second preliminary injunction, the effect of which was to bar the assumption of office by those persons elected at the 17th Convention.

**December 5, 1957—January 16, 1958.** Trial on the merits to determine whether the second preliminary injunction entered by Judge Letts on October 23, 1957 should permanently remain in effect.

**January 31, 1958.** Entry of consent decree by Judge Letts providing that the officers elected at the 17th Convention should take office, providing for the creation of a Board of Monitors and further providing that a new convention of the International Union could be held after one year. A three-man Board of Monitors was named—Godfrey P. Schmidt to represent the dissident group of plaintiffs, L. N. D. Wells to represent the Union and Judge Nathan Cayton as the impartial chairman.

**May 13, 1958.** Judge Cayton resigns as chairman of the Board of Monitors, praising "the enlightened cooperation of the International Union."

**May 27, 1958.** Martin F. O'Donoghue appointed chairman of the Board of Monitors. Mr. O'Donoghue originally represented the International Union in the early stages of the case.

**June 17, 1958.** Over the objection of Mr. Wells, a majority of the Board of Monitors issued Order of Recommendation No. 5(a) which had the effect of freezing all locals then in trusteeship. Of the 108 locals in trusteeship at the time of the 17th Convention, 41 had been removed by this time.

**September 17, 1958.** Majority of Board of Monitors petitions for modification of Consent Order, to postpone date of new convention and to secure enforcement of recommendations made by Board of Monitors.

**November 6-13, 1958.** Trial before Judge Letts on petition of Board of Monitors and cross petition of International Union for authority to hold convention and for ouster of Godfrey P. Schmidt on conflict of interest charges.

**December 11, 1958.** Memorandum opinion by Judge Letts granting modification sought by Board of Monitors, denying Union's petition for a convention and denying ouster of Mr. Schmidt.



**February 6, 1959.** Entry of formal order by Judge Letts modifying consent decree and granting Board of Monitors mandatory powers.

**March 13, 1959.** L. N. D. Wells resigns as member of the Board of Monitors.

**March 18, 1959.** Daniel B. Maher appointed as member of Board of Monitors representing International Union.

**March 31, 1959.** United States Court of Appeals grants a stay of Judge Letts' order of February 6, 1959 pending final argument.

**June 10, 1959.** Entry of order by United States Court of Appeals substantially affirming Judge Letts, modifying consent decree to postpone date of convention and setting forth respective rights and obligations of Board of Monitors and International Union; also holding Godfrey Schmidt's private employment in negotiating with teamster locals on behalf of employers to be a conflict of interest situation tending potentially to condition the exercise of his responsibilities as an officer of the District Court.

**June 26, 1959.** Resignation of Godfrey P. Schmidt.

**July 13, 1959.** Appointment of Lawrence T. Smith as member of Board of Monitors to represent plaintiff group.

**August 4, 1959.** United States Supreme Court Justice Felix Frankfurter denied stay of Court of Appeals order, notes that judicial supervision of a large labor union is an unusual manifestation of court powers and points out that in sanctioning fees and expenditures from Union treasury a court must be the most sensitive of fiduciaries and guided by frugality.

**September 14, 1959.** A majority of the Board of Monitors filed the Sun Valley Interim Report, calling, among other things, for the judicial ouster of General President Hoffa from office.

**December 7, 1959.** Judge Letts grants the Board of Monitors the use of limited subpoena power in their efforts to sustain the allegations in the Interim Report.

**February 15, 1960.** Motion for leave to intervene in the proceedings filed on behalf of a group which ultimately represented over 600,000 members of the International.

**March 23, 1960.** International Union files several motions to compel Board of Monitors to comply with consent decree in various respects.

**March 24, 1960.** Daniel B. Maher submits resignation as member of Board of Monitors.

**March 30, 1960.** Judge Letts removes Lawrence T. Smith as member of Board of Monitors.

**April 1, 1960.** Appointment of Terence F. McShane as member of Board of Monitors representing plaintiff group.

**April 27, 1960.** On application of General President Hoffa, Judge Letts disqualifies himself from future proceedings on the Sun Valley Interim Report.

**May 12, 1960.** William E. Bufalino appointed as member of Board of Monitors representing International Union ending six weeks during which International was not represented.

**May 12, 1960.** The United States Court of Appeals stays removal of Lawrence T. Smith and appointment of McShane and orders Smith to remain in office pending final determination.

**June 1, 1960.** The United States Court of Appeals strips authority to control Board of Monitors from the office of the chairman and reverts it in the Board as a whole; requires "Board action" on all decisions.

**June 2, 1960.** The United States Court of Appeals reverses Judge Letts in the removal of Lawrence Smith and reinstates Smith as a member of the Board of Monitors.

**June 10, 1960.** The United States Court of Appeals, reversing Judge Letts, grants the right of 600,000 individual Teamster members to intervene in the proceedings.

**July 14, 1960.** Martin F. O'Donoghue resigns as Chairman of the Board of Monitors.

**July 21, 1960.** The United States Court of Appeals rules that the District Court has no authority, based on the consent decree, to remove Union officers and suggests that a new convention should be held at the earliest possible time.

**August 8, 1960.** District Judge Letts invites counsel representing all parties to a series of meetings designed to bring an end to the litigation.

**September 6, 1960.** Convening date of conference called by Judge Letts. These conferences ultimately ran over a period of time exceeding seven weeks.

**September 26, 1960.** Appointment of Terence F. McShane as Chairman of the Board of Monitors over the objection of all parties save eight of the original plaintiffs.

**October 5, 1960.** United States Court of Appeals stays appointment of Terence F. McShane as Chairman of Board of Monitors.

**October 28, 1960.** United States Court of Appeals vacates appointment of Terence F. McShane as Chairman of the Board of Monitors.

**December 9, 1960.** On motion of the International Union, District Judge Letts authorizes the recommendation to local unions of by-laws drafted at the meeting of counsel in lieu of the ones originally to have been prepared by the Board of Monitors.

**December 9, 1960.** On the motion of the International Union, District Judge Letts authorizes the release of all locals then in trusteeship under conditions agreed upon at the meeting of counsel.

**March 3, 1961.** District Judge Letts authorizes the issuance of a call to a special convention of the IBT to convene on July 3, 1960.



## Diehl Workers Quit Independent Union; Go Teamster, 511-321, in NLRB Vote

After 26 years of membership in an independent plant union, employees of the Diehl Manufacturing Co., Finderne, N.J., went to the polls on June 9th and voted, 511-321, for representation by Teamsters Local 102 of Newark. IUE, AFL-CIO, an also-ran in a turbulent and often vicious pre-election campaign, drew only 60 votes of the 895 cast.

Diehl Manufacturing is a subdivision of the Singer Sewing Machine Co. and produces electric motors used in the Singer products. The fact that IUE received only 60 votes was widely discussed in New Jersey labor circles in view of the fact that IUE has long represented over 3,500 employees of the Singer home plant, only a few miles away.

The Diehl employees were the second group in Jersey in recent weeks to drop years of independent plant unionism for membership in the Teamsters Union. A key reason for the move was expressed this way by an elderly Diehl employee with 22 years of service in the plant, "We can't go it alone anymore; no inde-

pendent union can grapple with the kind of problems we have now like automation, competition from foreign imports and these vicious speed-up systems. We need the kind of strength the Teamsters Union can give us."

Ben Merker, Local 102's Secretary credited his local's negotiations record and the "wonderful display of Teamster support" for the NLRB election victory. In a telegram to General President Hoffa he expressed appreciation for the aid supplied by the International Union, the Eastern Conference, Joint Council No. 73 and the N.Y. Brewery Workers Joint Board.

The Teamster campaign, from the time the first leaflet was given out until the election was held, took only five weeks and cost only \$1500 for organizing expenses. Merker said that other such victories in the area are certain to come because the people in the area plants are "getting fed up with the representation they are getting."

## IBT Joins 6 Unions in Building Pact

The Teamsters, along with the six other international unions which comprise the basic trade unions in the building and construction industry, have entered into a procedural agreement with the Associated General Contractors of America in an effort to resolve disputes, except those involving jurisdiction, without resorting to strikes, lockouts or litigation. A Joint Appeals Board has been established and the decision of this body will be binding on both parties when issues are taken to it.

### Thirion on Panel

Prof. John T. Dunlop of Harvard University is the non-voting chairman of the Joint Appeals Board on which Harold Thirion will serve as a representative of the Teamsters. His union associates will be John J. Murphy, president of Bricklayers; M. A. Hutcherson, president of Carpenters; Joseph J. Delaney, president of Operating Engineers; Vincent F. Morreale, general counsel of Hod Carriers & Laborers; J. H. Lyons, president of Iron Workers; and E. J. Leonard, president of Cement Masons. The AGC representatives will be Charles Keller, Jr., James D. Clary, W. E. Naumann, N. B. O'Connell, Frank J. Rooney, Donald K. Grant and Lester C. Rogers.

### Procedure Used

To submit a dispute to the Joint Board it will be necessary for a local union or subordinate body to first place its case before its own international union. In the case of an individual contractor, he must proceed through the AGC's national office. In each instance, the parties must give evidence of having exhausted collective bargaining processes and agree to accept the Joint Board's decision as being binding.

## Teamsters Boost Cancer Fund

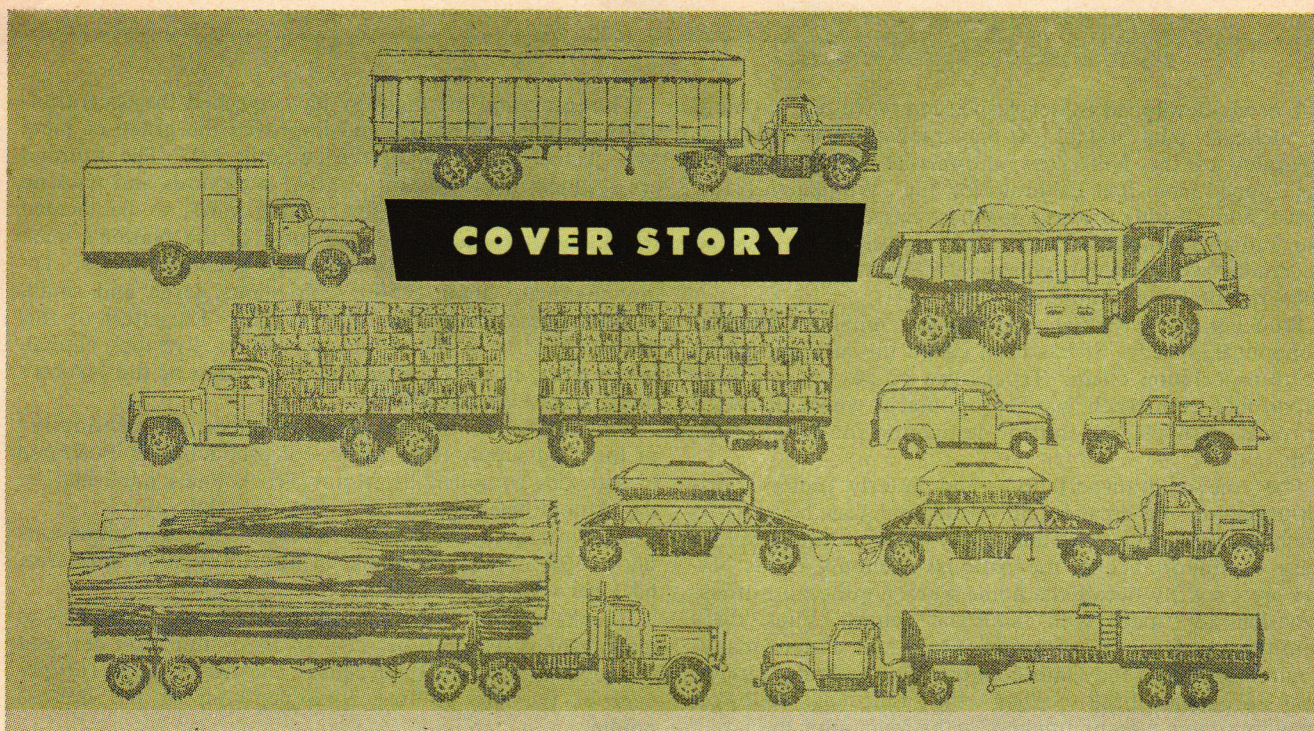


Charles D. Winters, president and business manager of Local No. 270, New Orleans, Louisiana, right, is shown as he presented a check for \$5,000 as a special award for cancer research to the Ochsner Clinic in New Orleans. Brother Winters is regional representative of the Damon Runyon Cancer Research Fund. Admiring the check are entertainer Frankie Laine, left, and Dr. Alton Ochsner, who heads the clinic bearing his name. Laine is also active in behalf of cancer research, contributing the profit from all record albums sold at the scenes of his shows to the Runyon Cancer Fund.

### Name Omitted

The name of International Vice President John B. Backhus of Philadelphia was inadvertently omitted last month in the story about settlement of the Philadelphia taxicab strike. Backhus played a key role in the negotiations leading to settlement.





## Ambika Rode a Truck—and so Does Most Everything That Reaches Us

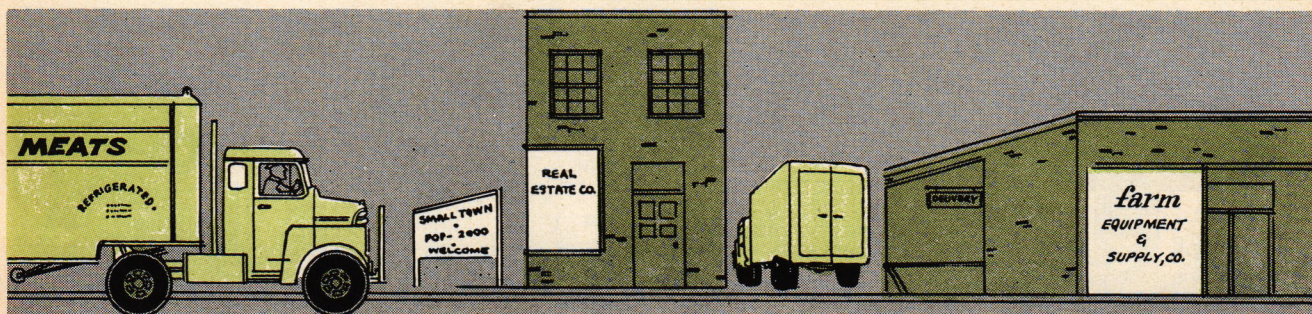
**AMBIKA** rode a truck from Norfolk, Va., to Washington, D. C.

It was the end of a long journey for the 13-year-old elephant which started in the jungles of India and terminated in the National Zoological Park. The female pachyderm, which is expecting, is a good-will gift from the children of India. The truck ride was uneventful. It was all in a day's work of trucks which perform myriads of transportation services, some unusual, most routine.

There's a saying, "If you've got it, a truck

brought it." And so it was with "Old No. 7", a steam locomotive with a colorful history of its own, when a Long Beach, Calif., heavy hauler carried it piggyback from southern California to Sparks, Nev., for William Hara's Early Americana collection. The engine was purchased new in 1915 and operated on the Eureka-Nevada Railroad, which was abandoned in 1938.

Truck loads of giggles are contained in tank trucks constructed especially to haul nitrous oxide, an anesthetic agent used in dentistry and commonly known as laughing gas.





A newly-developed trailer suspension was used to cradle the delicate pilot model of the tracking and guidance apparatus of the Nike-Zeus anti-missile missile when it was shipped from Bell Laboratories, Inc., Whippany, N. J., to the White Sands proving grounds, Las Cruces, N. Mex. The valuable, intricate mechanism arrived safely due to the cradle system which completely eliminates "hopping" when the brakes are applied.

Trucking is versatile, adaptable, reliable, flexible, economical, speedy. It has been called the missing link in the transportation chain. Trucks can go anywhere there's a road and even reach into remote places where there are no roads. Any place is start or destination for motor transport.

The role of transportation—and latterly motor transportation—in the creation of wealth and well being is so much taken for granted that many persons often fail to grasp its importance in the national economy. This Nation grew swiftly out of the home workshop because transportation kept pace with industrial genius. First, there were the canals and river steamboats to take eastern manufactured goods to the Ohio country, and to bring agricultural products back. Then the railroads followed, unfolding their web of tracks year by year until the larger population centers were bound together by ribbons of steel.

Despite the railroad achievement, something was still lacking. Railroads didn't go everywhere. Between the railroads were large areas—thousands of American communities—stifled for lack of adequate transport.

Then came the highway age, called the miracle of the Twentieth Century. Roads fanned out and trucks came along to provide undreamed of services and create new wealth, millions of jobs and put new life in towns which had been bypassed by the railroad network.

Trucking has relocated farms, revived isolated communities, made manufacturing more efficient, changed our methods of retail and wholesale distribution and even reformed our eating habits. Today the potato is just another vegetable. Time was, however, when the grocery counter displayed only such staples as potatoes, onions, turnips and cabbage, vegetables which were grown almost everywhere and required little transportation to reach consumer markets. Not so today. Because of improved transportation and refrigeration, we see an enticing array of head lettuce, celery, tomatoes, broccoli, berries, spinach in transparent bags, oranges, lemons, grapefruit, commonplace in winter as well as in the summer, in the village store along with the city supermarket.

Farms that once were too far from a town or a railroad to be of much use are now, because of the availability of truck transportation, prosperous producers. The farmer today has a wider choice of markets than ever before.

The truck and the highway have speeded the decentralization of packing houses and improved the grade of meat Mrs. Housewife finds in the supermarket. The railroad era resulted in the growth of great stockyards and packing centers. It was natural for the big yards to be located where the rails converged. So most of the Nation's meat was processed at about twenty large packing centers. Today there are about 3,500 such plants, large and small, located closer to the source of supply. The effect of this decentralization is that Chicago, still the livestock capital, is receiving, however, a smaller proportion of the Nation's meat supply year after year.

The impact of truck transportation on the distribution of the food supply from sources of production is illustrated in statistics compiled by Motor Truck Facts published by the Automobile Manufacturers Association:

97.4 per cent of frozen fruit and vegetable shipments under 500 miles go by truck; in the 1,000-2,000 mile area, 64.5 per cent go by truck.

Trucks haul 60.9 per cent of all fruits and vegetables to leading markets; 66.1 per cent of the butter; 100 per cent of the shell eggs; 62.3 per cent of the frozen eggs; 100 per cent of the live poultry; 94.6 per cent of the dressed poultry.

70 per cent of Florida vegetables are shipped out of state by truck.

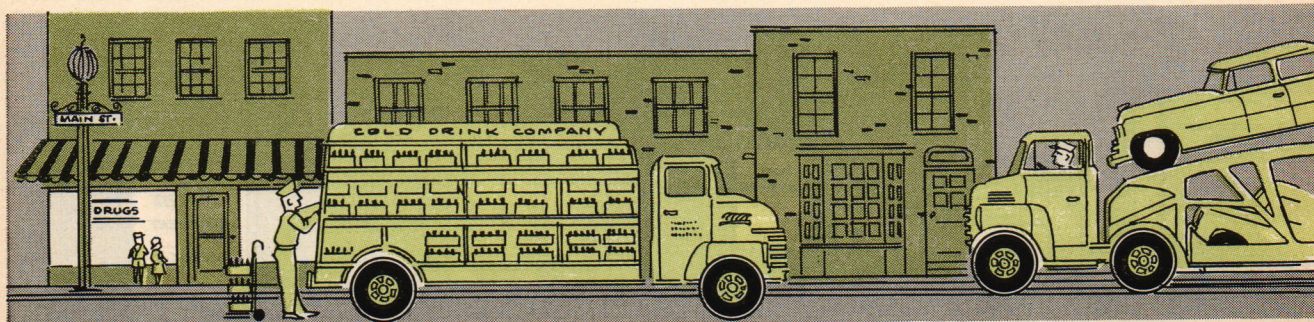
Number of major markets where 95 per cent or more of livestock is received by truck: cattle, 34; calves, 42; hogs, 40; sheep, 34.

88.3 per cent of livestock receipts of stockyards are hauled by truck.

Trucks serve everywhere, carry the things people eat, wear and use, but their importance and effectiveness are appreciated most, perhaps, in the thousands of communities the railroads have overlooked, neglected or abandoned. It is estimated there are about 25,000 communities in the United States that are without rail service. Many counties have no railroads. The people in these counties depend on trucks to carry their produce to markets and to bring them their necessities.

In Virginia, for example, 17 of the 100 counties in the state are not served by rail, and the communities which are the county seats of 49 of those counties also are without railroads. Nebraska has six counties and twelve county seats exclusively dependent on highway supply lines. Texas has 14 such counties and 41 county seats. Twenty-nine states have one or more counties without railroad service.

Picture, if you will, one of these small towns, say, of 2,000 population, whose inhabitants seldom are disturbed by the toot of a locomotive and probably don't give a hoot. It may be located 60 to 70 miles from the nearest metro-





politan center. On a typical workday, one may see rolling down Main Street:

A mechanically refrigerated three-ton meat truck from a packing house branch some miles away on its rounds of distributing fresh, inspected meat products.

The soft drink truck backs up to the local ice cream parlor and unloads its thirst-quenching supply for the local gentry.

Here comes a common carrier tractor-trailer rig. It carries hardware from a city 60 miles away, wrapping paper for the bakery, boxes of sausage casings for the local butcher, stationery for the dime store, repair parts for farm machinery.

Bread trucks and milk trucks are daily visitors and a huge moving van bespattered with a galaxy of license plates from half the states prepares to unload the possessions of a newcomer to Smalltown.

A truck-trailer carrying new automobiles stops at the auto dealer's place. The big transport pulling up to the bulk station brings 4,500 gallons of gasoline from a distributing point 100 miles away.

At the drug store, the orange-colored pickup truck is dropping off bundles of newspapers brought from the city sixty miles distant. The papers were printed at 9:30 in the morning; they're on sale at Smalltown at two in the afternoon.

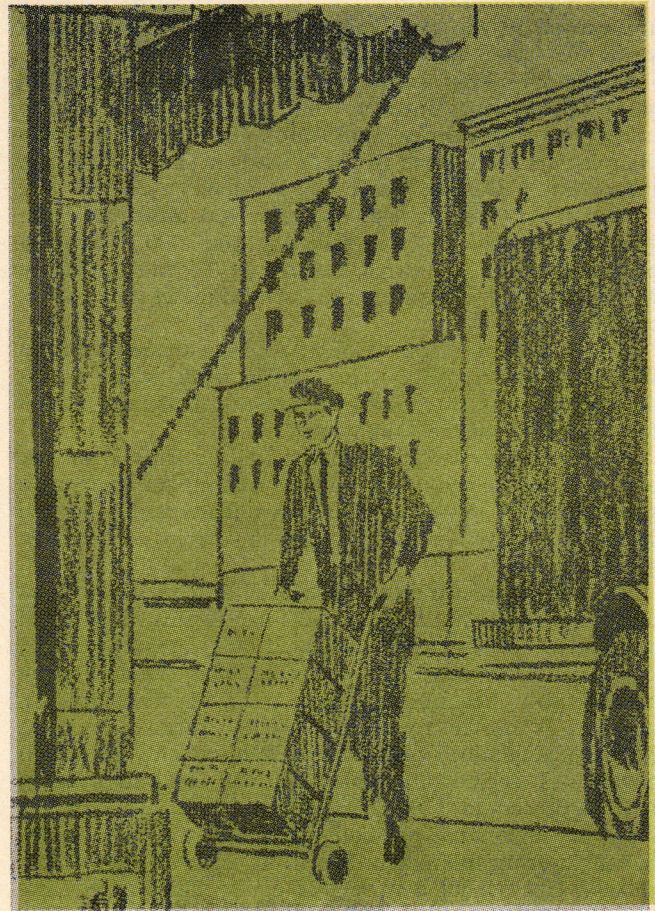
The truck and the highway have linked the small towns together and joined them with the big metropolitan centers. People no longer have to crowd together for survival. They can live just about anywhere they please and still enjoy the good things of life.

The progress of this country in the last generation, the rapid growth in the gross national product, owes much to the expansion of transportation. And in the field of freight transportation, the most phenomenal development has been trucking.

One often hears the accusations that trucks invaded the areas of transportation which for a hundred years or more were the preserves of the railroads. The fact of the matter is that much of the traffic moving by truck today does so because trucks provide a superior service more suitable to the shippers' needs. Moreover, a considerable portion of this traffic is *created* traffic. It never moved by rail and, if there were no trucks it still wouldn't move by rail. Flexibility, speed and convenience are the ingredients that entice freight to trucking.

The other day, an examiner of the Interstate Commerce Commission in finding unlawful certain reduced piggyback rates of railroads in the transportation of automobiles said:

"Compared with motor service, the railroad transportation of automobiles is slower, lacks store-door deliveries,

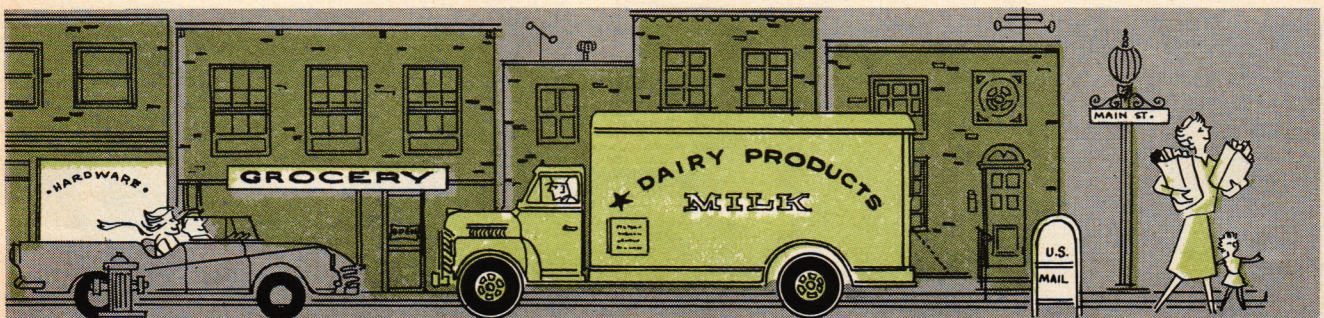


incurs greater damage and in instances involves higher rates. These disadvantages are the principal reasons for the diversion of the automobile traffic from rail to motor."

The automobile transporter trailer was the device which enabled the motor carrier to perform a more efficient job than the old railroad method of loading two automobiles in a box car. And now a boat manufacturer in Connecticut has come up with an ingenious arrangement for transporting outboard boats. Adapting the automobile trailer frame, he stacks his cargo at an angle—as many as twenty small fishing boats on a 37½ foot trailer—instead of horizontally as had been done before on boat trailers.

Trucking provides a tailor-made service and adapts the vehicle to the transportation needs of the shipper.

A load of gold fish—200,000 of them in a single load—is hauled in a specially constructed insulated tank holding 1,300 gallons of water from hatchery to distant depositories. The fish flop around in porous metal baskets which





are packed in the tank row on row, and a compressor keeps the water circulating constantly.

Mammoth dump trucks used at dam sites riding on giant earthmoving tires can load up to 165 tons. The trailer bed rises higher than a four-story building when dumping its load. One of them used at Oahe Dam near Pierre, South Dakota, was called a Eucnik.

The world's largest telescope lens, 200 inches in diameter, weighing 40 tons and valued at \$600,000, was transported from the California Institute of Technology to the Mt. Palomar Observatory on a 22-wheel diesel trailer-truck combination.

Once a slab of cheese weighing six tons was moved from Wisconsin to Los Angeles in a refrigerated truck. It was the biggest hunk of cheese ever to travel that far—a stunt for the benefit of the Community Chest.

A greenhouse was taken for a ride in a truck from one end of Long Island to the other, without so much as a wilted leaf. A low-bed trailer was utilized with a special sprinkler system aboard to nurse the cargo of petunias, geraniums, etc.

Tank trucks and trailers are utilized to haul 300 or more different commodities. Many of the expensive, steel or aluminum, double-shelled, insulated tanks are designed by the carriers themselves for particular jobs. Some of them have built-in heating equipment. Liquid chocolate, for instance, is moved regularly by tank truck. The cargo must be maintained at a certain temperature. If it falls below 112 degrees Fahrenheit, it will tend to solidify; if it is treated to 120 degrees or more, it will burn. A uniform temperature of about 115 degrees must be maintained to bring the load safely from origin to destination.

Tank trucks haul a variety of commodities from gasoline to milk, including acids, acetates, alcohols, ammonia, cleaning compounds, fruits and vegetable juices, paints, lacquers, varnishes, liquid yeast, molasses, liquid sugar, syrups, cottonseed, linseed, olive and soybean oils, wines and innumerable chemicals and chemical solvents, some of which are unpronounceable and even more difficult to spell.

These are just some of the tailor-made services provided by truck transportation.

This year, about 40 million Americans will move their belongings some 1.5 billion miles—some a few blocks, across the state, transcontinentally, or even to unfamiliar and remote spots around the world. Domestically, almost 100 per cent of the moving will be done by truck, and much of the overseas shipments will be initiated and arranged by well-known moving companies.

While much of the moving business is routine, transferring individual families from home to home and sometimes moving whole communities of workers from a factory site to a relocated factory, it still has its wierd

moments. For instance, a mover was called upon to cart Breakfast-Clubber Don McNeill, in a languid moment, to the broadcasting studio in his bed; a bride in a 60-inch hoop skirted wedding dress used a moving van, instead of a taxicab or limousine, to get to the church on time.

The business of the household goods carrier is more intimately connected with family life than any other phase of trucking. The process of pulling up roots is no longer the nerve-wracking, hand-wringing, hair-pulling, tear-jerking ordeal it was in grandma's day. Modern methods of transportation, communications and know-how have quieted the nerves and dried the tears.

Today, the methods and the men in moving are as modern as the equipment. With World War II, the adventure of moving became commonplace with families transferred to industrial centers to carry on the battle of production. The rotation of servicemen to and from foreign posts increased the movement of family goods by truck to ports and by ship across the seas. The overseas leg of the transportation is made in sealed containers containing a houseful of furniture. These are swung aboard the ship by crane and loaded into the hold. The containers protect the contents from dust and the salt sea air and they are braced against shifting and damage.

Moving van drivers claim one of the finest safety records in trucking. The men who in their line of work contact the housewife are constantly aware of the importance of exercising carefulness and courtesy.

Trucking offers America specialized transportation services which have stimulated the economy and added untold billions to the gross national product. Powerful efforts to curtail its further development, however, are being exercised by railroads which are feeling today, perhaps more than ever, the competition of the automobile, the truck, the airplane and the barge.

There is a healthy degree of coordination between trucking and other modes of transportation, especially air, water carrier and overseas services. And these arrangements continue to develop to the growing satisfaction of the carriers involved as well as the purchasers of transportation.

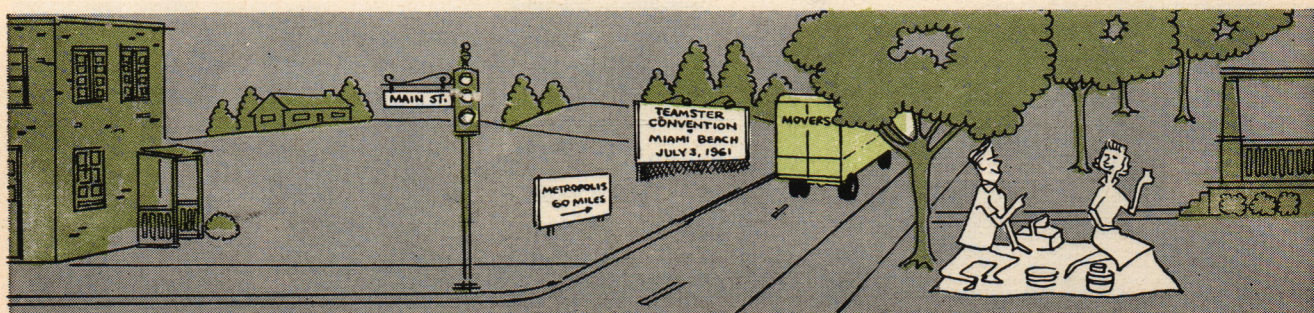
Would a transportation monopoly under railroad control be a good thing for our country?

It is difficult to imagine that Congress would permit such a development.

It is inconceivable that shippers and receivers of goods who have benefitted so much from the flexibility, convenience and specialization of trucking would sit quietly by and allow this to happen.

It would seem to be a reactionary step at a time when the country is trying to push forward to new frontiers along imaginative and progressive lines.

But despite the illogic of the proposal, the threat is present, and it is a serious threat.





## ICC Examiner Hits Rate-Cutting

If recommendations of an ICC examiner are upheld by the Commission, a major blow will be dealt the railroads' practice of destructive rate-cutting in the car-haul industry.

Examiner George A. Dahan has recommended rejection of rates posted by a number of railroads for piggybacking truck trailers loaded with new automobiles. He described the rates as "unreasonably low" and said they would constitute "destructive competitive practices" specifically opposed by Congressional policy.

The ICC examiner declared rail piggyback rates for auto shipments should be no lower than those charged by trucking firms.

The railroads' piggyback rates for cars were filed with the ICC in November, 1959. They became effective in February, 1960, when the Commission lifted an earlier suspension pending a report on Examiner Dahan's investigation. Railroads can continue with the rate schedule until the ICC rules on its examiner's recommendation.

In his report, Dahan said the 1958 amendment to the Interstate Commerce Act on which the railroads base their claim for setting piggyback rates does not alter older "Congressional policy declared in the act."

## Hearings Resume on S. 1197; Committee Faces Showdown on Time Question

Hearings resumed on S. 1197 on June 23 amid strong indications the strategy of the railroad lobby is to drag out testimony before the Senate Committee on Commerce in hopes of forestalling any action on the bill.

Two days of hearings were set.

Senator Warren Magnuson, chairman, said the Committee had been "deluged with requests to testify." However, he said, "at the conclusion of these next two days of hearings, testimony from all modes of transportation and from shippers" will have been heard by the Committee.

Senator Magnuson said he had hoped to hear witnesses from the Department of Commerce and the Interstate Commerce Commission, then take the bill to executive session of the Committee. However, he had been faced with new requests to testify, and additional requests continue to pour in.

On the day before hearings resumed, a Committee spokesman said 130 requests to testify were on hand. He estimated 80 per cent of these were from shippers.

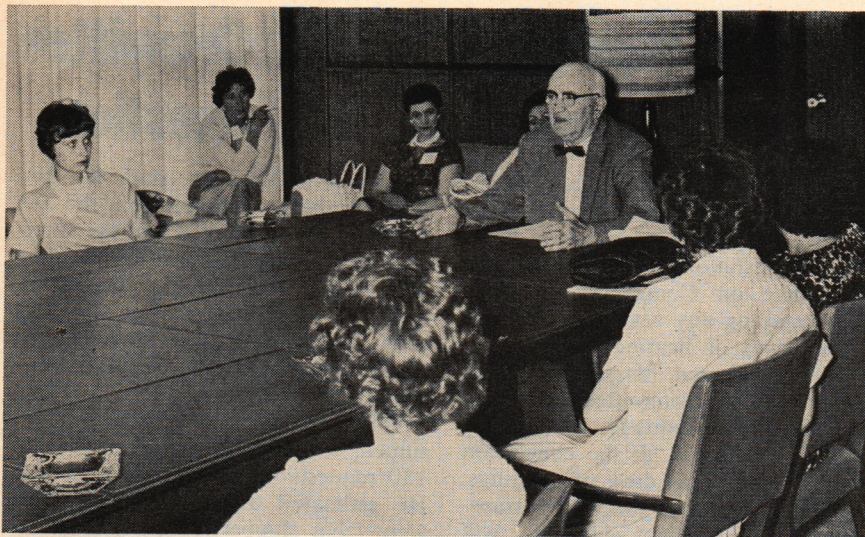
Senator Magnuson indicated the



more Teamster wives in Washington . . .

. . . more pickets at the White House





A group of wives from St. Paul, Minn., heard talk by General Secretary-Treasurer John F. English before visiting lawmakers on Capitol Hill.

Committee might be forced to cut off testimony if any action is to be taken on the measure this session. But he expressed "reluctance" at doing this.

The Senator promised he would endeavor to set up "a timetable" on S. 1197 at a forthcoming executive session of the Committee.

Meanwhile, busloads of Teamster wives continued to roll into the nation's capital, and the ladies went up to Capitol Hill almost by the day to urge their Senators and Congressmen to push for passage of S. 1197, which would protect truckers against destructive, selective rate cuts by railroads. Many of the women's hus-

bands already have been put out of work by such practices.

During two weeks in June, delegations of Teamster wives traveled to Washington from Minneapolis, Black River, Wisc., Janesville, Wisc., St. Paul, Minn., Kenosha, Wisc., and Des Moines.

The wives talked to members of Congress at luncheons and visited many of their state's delegation on Capitol Hill.

Members of the entire Minnesota delegation were present for one or another of the luncheon meetings of the Minnesota Teamster wives.



Members from Local 100, Cincinnati, picketed ICC offices there in connection with current drive for passage of S. 1197.

## Debate Airs S. 1197 Issues

Members of the Toledo (Ohio) Area Chamber of Commerce heard issues involving S. 1197 debated last month by Teamster Legislative Counsel Sidney Zagri and Carl Helmetag, Jr., assistant general counsel for the Pennsylvania Railroad.

Some 175 shippers, carriers and receivers were present for the debate, during which Zagri charged railroads are trying to destroy competition through selective rate-cutting practices.

The Teamster spokesman made it clear the Union favors technological progress — including piggyback — but insists consumers should benefit from lower rates.

He also maintained any cut-back in railroad employment is due to increased productivity of workers and not because of truck competition.

Zagri said railroads are aiming at eliminating competition in selected areas by posting rates below action cost, while making up the difference in higher rates on "captive" cargo — freight which has to be shipped by rail.

He contended railroads should attempt to arrive at rates in a coordinated effort with truckers, water carriers and air lines.

Helmetag said railroads, through piggybacking, are attempting to regain some of the traffic they lost to motor carriers.

In a hundred cases before the ICC, he said, railroads had been cleared of charges of destroying competition through predatory rate-cutting.

The railroad spokesman also maintained the savings of "railroad efficiency" are being passed onto customers.



# Canada's Rail Subsidies Attacked

Members of the Canadian Conference of Teamsters are waging an all-out fight against the Canadian government's policy of continued subsidies to the railroads in that nation to the detriment of the trucking industry there.

At the present time a move is on to present a resolution to Prime Minister John Diefenbaker signed by every Teamster member in Canada. It will call for an end to the practice of giving governmental subsidies to the Canadian railroads, the Canadian Pacific Railway and the Canadian National Railways.

This would mean a minimum of 40,000 names on the resolution. In addition, efforts are being made to obtain signatures from office workers in trucking firms as well as the signatures of those unorganized workers in the trucking industries in Canada which are being hurt and, in some instances seeing their jobs disappear because of the economic inroads being made by the heavily-subsidized railroads.

The railroads, by using agreed rates far below actual costs of operation, are putting small trucking firms out of business. In many instances these small firms have then been taken over by the railroads to such an extent that, today, the largest interests in truck transport in Canada belong to the Canadian railroads. The difference between the cost of the transport and the charges made for the transport is being made up from the subsidies granted the railroads.

It is contended that these rail subsidies amount to as much as \$6 annually from every taxpayer in Canada. In other words, Teamster members, truck lines officials, and truck line stockholders are being made to pay for their own destruction!

According to J. Scott, director of the Over-the-Road Division of the Canadian Conference of Teamsters, several thousand signatures have already been collected in the western part of Canada and the Conference is continuing to press the drive to obtain more.

Signatures of the petition are being sent to Robert Scott, secretary-treas-

urer of Joint Council 90, 227 Eleventh Avenue S.E., Calgary, Alberta.

"It is most urgent," declared J. Scott, "that the weight of the signed petitions be brought to bear upon the government's consideration of railway subsidies as soon as possible."

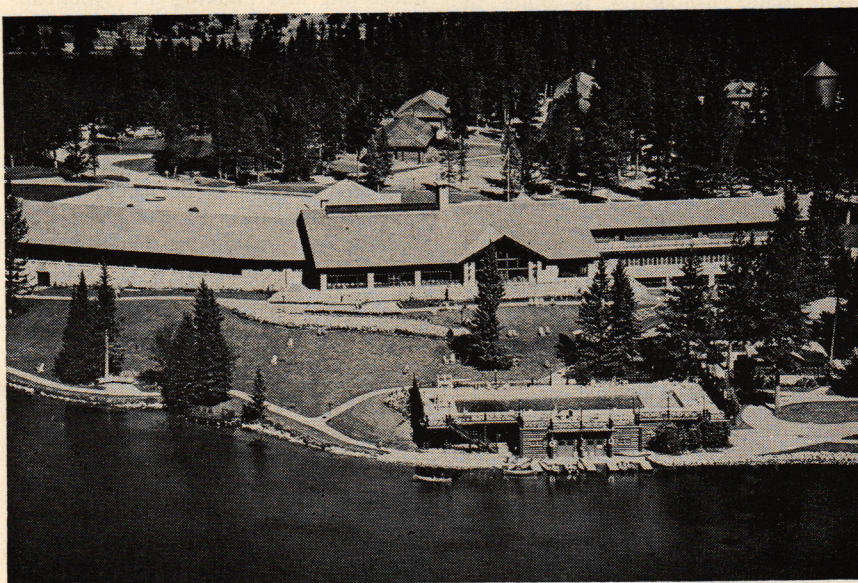
J. F. Browne, member of the House of Commons from Vancouver-Kingsway, has aided the Teamster cause. Speaking in the House of Commons, he told how the railways had been gobbling up trucking firms in Canada and then, with government consent, declaring the employees of the trucking firms taken over by the railroads were in the sole jurisdiction of the railway unions "even though many of them already were, at the time, in Teamster jurisdiction." He felt it was an unwise and economically unhealthy situation for the railroads to thus monopolize not only the transportation industry but, additionally, the transportation jurisdiction of employment. He pointed out that, in the event of a railway strike, virtually the whole transportation industry in Canada might well be paralyzed because so many of the truck lines' employees, as well as those of the railroad itself, would in such an instance belong in the railroad jurisdiction.

Mr. Browne stressed that, while there was a move afoot "to provide subsidies to the wages of 111,000 railroad workers, there were, at the same time, about 90,000 employees in the trucking industry who were entirely opposed to such a policy."

He reported to the Parliament that Canadian Pacific Railway is now setting out to integrate all its varied truck line holdings into an organization to be known as Canadian Pacific Merchandise Services with a total of 9,000 employees. He said efforts to get Teamster representation for *these truck operators* was denied by the Labour Relations Board on the ground that it "was not an appropriate bargaining unit." He said that the C.P.R. is the largest truck operator in Canada and the C.N.R. is the second-largest.

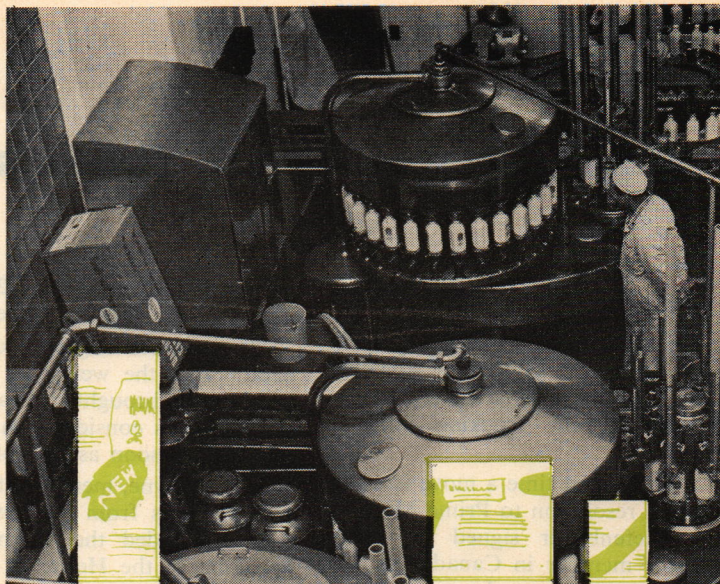
The program of soliciting signatures for the resolution to be submitted to Mr. Diefenbaker is being assisted by G. L. Heron, research director of the Western Conference, Canadian Division, with headquarters in Vancouver, B.C.

The resolution points out that the railroads, while complaining they need public tax money for operating subsidies, still continue to pay consistent dividends to stockholders.



Government-subsidized Canadian National Railways operates several luxury lodges such as this one.





At the Campbell Soup Company's Sacramento (Calif.) plant, organized by Teamsters Local 228, the plant's work force has been cut from 1,800 to 1,150 in the past two years by mechanization — automatic stacking machines, meat-packing machines, and large lift devices able to handle 200 to 250 boxes at a time.

In June 1958, Mr. Edward E. Burns, President of the National Canners Association reported:

"Commercial food canners have increased their output per man-hour twice as much as other industries in the past decade." For canners, it is 50 percent against 25 percent for industry as a whole, he stated.

In 1958, output in canning, preserving and freezing increased by about 40 percent over 1947. During this same period, production worker employment declined by 12 percent. (Table 1)

In 1958, output per man-hour in this industry (for production workers only) was up about 60% above the industry level of 1947.

Table 2 also shows the decline in employment while production, in millions of standard cases, increases from year to year.

The data in Tables I & II relate to the canning industry in the United



**Table 1**

Canning, Preserving and Freezing: Output, man-hours, and output per man-hour—1947-58  
(Indexes, 1947 = 100)

| Year              | Output | Employment    |                    |                             | Employee | Output per—       |                            |
|-------------------|--------|---------------|--------------------|-----------------------------|----------|-------------------|----------------------------|
|                   |        | All Employees | Production Workers | Production Worker Man-hours |          | Production Worker | Production Worker Man-Hour |
| 1947              | 100.0  | 100.0         | 100.0              | 100.0                       | 100.0    | 100.0             | 100.0                      |
| 1948              | 98.9   | 100.4         | 99.6               | 95.8                        | 98.5     | 99.3              | 103.2                      |
| 1949              | 102.2  | 95.3          | 93.8               | 91.7                        | 107.2    | 109.0             | 111.5                      |
| 1950              | 109.3  | 94.9          | 93.3               | 92.4                        | 115.2    | 117.1             | 118.3                      |
| 1951              | 124.0  | 98.2          | 96.9               | 97.6                        | 126.3    | 128.0             | 127.0                      |
| 1952              | 119.2  | 95.8          | 93.9               | 93.0                        | 124.4    | 126.9             | 128.2                      |
| 1953              | 125.1  | 100.3         | 98.2               | 96.8                        | 124.7    | 127.4             | 129.2                      |
| 1954              | 126.4  | 94.7          | 92.6               | 90.3                        | 133.5    | 136.5             | 140.0                      |
| 1955              | 131.9  | 95.7          | 93.2               | 90.8                        | 137.8    | 141.5             | 143.3                      |
| 1956              | 147.5  | 98.2          | 95.6               | 95.2                        | 150.2    | 154.3             | 154.9                      |
| 1957              | 141.4  | 93.0          | 89.1               | 87.5                        | 152.0    | 158.7             | 161.6                      |
| 1958 <sup>1</sup> | 139.2  | 92.8          | 88.6               | 88.3                        | 150.0    | 157.1             | 157.6                      |

<sup>1</sup>Preliminary

Source: U. S. Department of Labor, Bureau of Labor Statistics

States. In California—the leading state for fruit and vegetable canning—the trend is even more startling. From 1950 to 1959, production workers increased 10%, while average hours worked remained virtually unchanged. Production, however, increased 82% (Table 3).

Not all of the increase in output per worker in food processing (or the decline in number of workers needed per unit of output) was due to automation. However, this is largely just a question of definition. When automation is defined very simply as the

displacing of a worker's effort with the use of machinery, then there is no question remaining that automation is by far the most significant, if not the only factor involved.

If the above changes in output per man hour had not been accompanied in the 1950's with increased production demands related to the population expansion, the results might have been disastrous to many of the local unions in the cannery division. However, increased production has not been sufficient to prevent a decline in Teamster employment in food processing, because of the overpowering significance

of the automation trend and the consequent productivity increases which are behind the output per man hour statistics.

#### Dairy Industry

Many dairies are making extensive use of automated machinery. This applies not only to the large national chains but to medium-sized, regional dairies.

In the dairy industry, technological discoveries are being applied widely at all stages—in production, transport-

**Table 2**

CANNING AND PRESERVING

| Year | Employees<br>(in thousands) | Production<br>Workers<br>(in thousands) | Canned Food<br>Production<br>(Millions of<br>Standard Cases) |
|------|-----------------------------|---|--|
| 1950 | 225.5                       | 196.6                                   | 495  |
| 1951 | 233.3                       | 204.2                                   | 539  |
| 1952 | 227.6                       | 197.9                                   | 526  |
| 1953 | 238.2                       | 207.2                                   | 536  |
| 1954 | 225.0                       | 195.1                                   | 518  |
| 1955 | 227.4                       | 196.3                                   | 542  |
| 1956 | 233.3                       | 201.5                                   | 618  |
| 1957 | 220.8                       | 187.7                                   | 567  |
| 1958 | 220.4                       | 186.6                                   | 589  |
| 1959 | 223.0                       | 189.2                                   | 586  |
| 1960 | 227.6                       | 192.7                                   | 600 (annual estimate)  |

Source: Bureau of Labor Statistics; National Cannery Association.

**Table 3**

Indexes of Employment and Hours Worked of Production Workers and Output in the Fruit & Vegetable Canning and Preserving Industry in California, 1950 - 1959

(1950=100)

| Year | Average Number of<br>Production Workers | Average<br>Hours Per Week | Total Cases |
|------|---|---------------------------|-------------|
| 1950 | 100                                     | 100                       | 100         |
| 1951 | 117.3                                   | 103.8                     | 147.3       |
| 1952 | 113.5                                   | 102.3                     | 131.4       |
| 1953 | 111.8                                   | 98.5                      | 124         |
| 1954 | 102.9                                   | 98.5                      | 130.4       |
| 1955 | 109.7                                   | 99.7                      | 164.2       |
| 1956 | 119.7                                   | 104.5                     | 190.9       |
| 1957 | 111.1                                   | 101.3                     | 164         |
| 1958 | 107.6                                   | 100.8                     | 172.9       |
| 1959 | 110                                     | 100.3                     | 181.9       |

Source: Canner/Packer Annual Yearbooks



tation, processing and distribution of milk and its products. Like a chain reaction they affect the character and organization of the entire industry, with an adverse impact on employment opportunities for workers in the industry. A rapidly increasing population and growing urbanization have encouraged investment in plant and equipment which have displaced manpower.

Larger fluid milk plants have decreased unit labor inputs heavily by high-temperature short-time pasteurizing, automatic handling of packaged milk, and in-place cleaning.

The International Brotherhood of Teamsters is by far the dominant union in milk processing and distribution, and its membership in this industry, over the past decade, had declined due to increased mechanization and similar changes in distribution and operation. (SEE TABLE 4). Employment has dropped by 25 to 30 percent in the last 10 years, while the volume of milk moving into commercial channels for processing has increased by 17 percent.

Present day plants feature more and better automation: integrated processing systems—simplified instrumentation—packaging and handling innovations—more convenient and flexible cleaning systems. There has been renewed emphasis on continuous product movement and a trend toward the integration of automated components into continuous processing.

Automation is becoming feasible for the small processor in the form of miniaturized instruments units and packaged control devices.

In processing, the new technology has been remarkably successful in reducing labor requirements. As an example, one dairy product plant handling over 1.5 million pounds of whole milk daily requires only 9 men to operate its plant 24 hours daily. Its products include ice cream mix, bulk cream, nonfat dry milk, and condensed skim. In the flush season, a continuous churn makes sweet butter which is stored for ice cream making. Pushbuttons control the metering of ingredients by electric pumps. This plant receives bulk milk and moves its liquid product in bulk tanks. Ice cream making now can be completely automated, thanks to the development of the continuous freezer, packaging equipment, and hardening tunnel.

A new automated milk plant operated by Stop and Shop Stores of Boston, Massachusetts, is run by six

men. These six men handle the entire operation—from receiving to loadout, including the operation of the three fillers which consist of two half gallon and one quart machine.

*Decline in number of plants.*—The number of fluid milk plants has been declining since the 1930's, and volume per plant has increased. The U. S. Department of Agriculture study of 80 fluid milk firms shows that between 1952 and 1959 the annual volume of large plants rose 34 percent, medium-size plants 57 percent, and smaller plants 37 percent. Much of this increase came from absorbing volume from plants which have gone out of business. Preliminary data from the 1958 Census of Manufacturers indicate a 5-percent decline since 1954 in the number of fluid milk establishments having 20 or more employees. This change suggests a sharper decline in the number of smaller plants.

The drop in numbers of dairy manufacturing plants, which is more dramatic, has been hastened by the change from processing farm-separated cream to whole milk. Between 1939 and 1958 the number of plants reporting butter production fell 58 percent, American cheese, 51 percent, evaporated milk, 45 percent, wholesale ice cream, 37 percent. Only nonfat dry milk plants increased in number—76 percent. In the same period, average production recorded per plant increased 87 percent for butter, 271 percent for American cheese, 94 percent for evaporated milk, 248 percent for wholesale ice cream, and 263 per-

cent for nonfat dry milk (human food). This trend is expected to continue.

Improved roads, trucks, refrigeration, and equipment make it possible to preserve the quality of milk during a haul of 1,000 miles or longer.

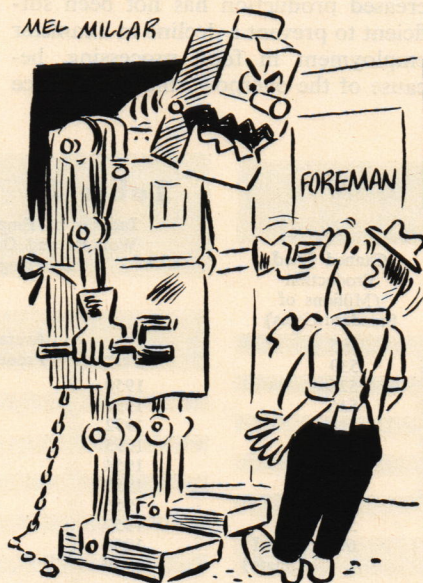
*Centralized Milk Processing.*—Developments in the distribution of fluid milk are more extensive than those in the distribution of manufactured products. The current trend toward large plants is centralizing fluid milk processing. Large volume plants in the perimeter of city areas serve fringe areas and nearby markets in addition to the central city market. From these plants, trucks move milk to wholesale outlets—stores, institutions, and other users. Semitrailers haul milk to distribution centers strategically located to service home delivery routes, either local or at distant points, and service distant wholesale stores.

The key to this change from local to area plants has been the ability of plants to incorporate new technology into their processing in order to lower costs.

*Shift from Home Delivery to Store Sales.*—The shift from home delivery to store sales—perhaps the most noteworthy change in fluid milk distribution—is still continuing. A study of 80 representative milk distributors shows that their wholesale sales grew from 58 percent to 63 percent of total sales from 1956 to 1959. While the grocery store has become the predominant wholesale outlet, less conventional ways of selling milk are gaining importance. The number of dairy stores has grown. Drive-ins are numerous in the Western states. Vending machines have tripled in number since 1955. On January 1, 1960, 43,700 indoor milk vending machines and 34,700 ice cream vending machines were reported. In 1959, they sold \$81 million of milk and dairy products.

But the shift toward store sales has slowed up. Some consumers want home delivery, hence such service will continue. To this end, firms are endeavoring to lower costs of home delivery routes. In most markets, frequency of deliveries has declined from daily to three-time weekly, and in some markets twice-a-week delivery is found. Definitely, the trend is toward fewer deliveries. With concentrated milk, perhaps weekly deliveries to home would be found feasible.

Ice cream making in larger plants now can be a completely automated



"I'm quitting unless I get more voltage!"



**Table 4****DAIRY PRODUCTS—EMPLOYMENT AND OUTPUT**

| YEAR | EMPLOYEES<br>(In Thousands) | PRODUCTION WORKERS<br>(In Thousands) | AMOUNT OF MILK SOLD TO<br>PLANTS AND DEALERS<br>(Millions of pounds) |            |                          |
|------|-----------------------------|--------------------------------------|--|------------|--------------------------|
|      |                             |                                      | Total  | Whole Milk | Farm<br>Skimmed<br>Cream |
| 1960 | 95.2                        | 64.0                                 | —  | —          | —                        |
| 1959 | 96.8                        | 65.5                                 | 110,493  | 100736(p)  | 9757(p)                  |
| 1958 | 99.8                        | 66.7                                 | 110,115  | 99565      | 10550                    |
| 1957 | 104.9                       | 69.6                                 | 110,284  | 98378      | 11906                    |
| 1956 | 108.7                       | 72.1                                 | 108,840  | 95362      | 13478                    |
| 1955 | 112.7                       | 74.9                                 | 105,616  | 90801      | 14815                    |
| 1954 | 116.6                       | 77.6                                 | 103,784  | 87874      | 15910                    |
| 1953 | 118.2                       | 80.4                                 | 100,901  | 84567      | 16334                    |
| 1952 | 119.9                       | 82.7                                 | 94,154   | 77301      | 16853                    |
| 1951 | 124.5                       | 86.8                                 | 93,010   | 74480      | 18530                    |
| 1950 | 124.9                       | 90.3                                 | 94,413   | 74205      | 20208                    |

SOURCE: Bureau of Labor Statistics, U. S. Department of Labor;  
U. S. Department of Agriculture,  
Agricultural Marketing Service

operation: specialized plants are making an increasing proportion of frozen products.

Notable labor-saving progress has taken place in ice cream plants which now utilize automatic boxing machines and devices for handling and wrapping. Automatic loading and unloading hardening chambers are making their appearance, offering a fresh approach to handling. One machine automatically opens, fills and seals cylindrical half-gallons of ice cream.

New casing, cartoning, wrapping and bundling devices are increasingly used.

An electronic brain computer coupled with automatic controls, has enabled the H. P. Hood and Sons plant in Boston, Massachusetts, to boost ice cream mix output from 1,300 to 2,500 gallons per hour and reduced labor requirements from nine to two men. An analog computer determines the recipes for ice cream. The unit determines the correct ingredients to provide a set proportion of butterfat and milk solids. Fed the content of the day's ingredients, the computer produces a coded punch card which is then interpreted into a series of valve adjustments that regulate the flow of ingredients from storage to blending tanks.

Mechanization applies to material handling as well as to milk production. For example, cases of empty bottles are placed by a machine, one at a time, on a conveyor, which takes

them to a place where they are unloaded and bottles are fed into a washing machine. When they emerge, they flow onto a production line, where they are filled and capped automatically, then collected and loaded by machine into waiting cases. Stacked five feet high, they are slid onto the loading platform, ready for truck delivery. Paper containers for store delivery are handled in a similar manner. Once the day's production is out of the way, a clean-in-place

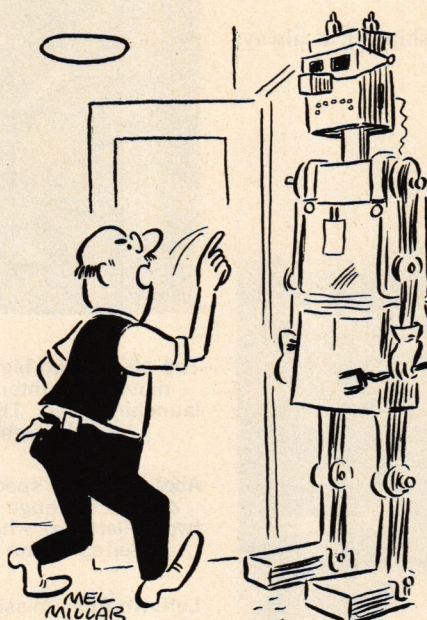
system takes over to wash down the machinery.

A West Coast frozen food distribution plant handles 2,500 cases per hour from storage to trucks semi-automatically. (Peak performance is 3,500 cases per hour under ideal conditions). Volume merchandise stocked by this firm is touched only once by human hands from its reception at truck and rail docks until it is loaded for store delivery in refrigerated trailers.

Pipeline cleaning has been completely automated. The entire cleanup of the plant can now be automated and with the use of liquid cleaners the need for human service can be reduced to a bare minimum.

In one independent dairy making sour cream, two men were producing an average of 120 cans per shift (8 hr.), with additional labor for cleanup. Through development of a semi-continuous process, three men process 250 cans of sour cream and have enough time to clean the equipment in one standard 8-hour shift. On this score alone, a substantial saving is realized.

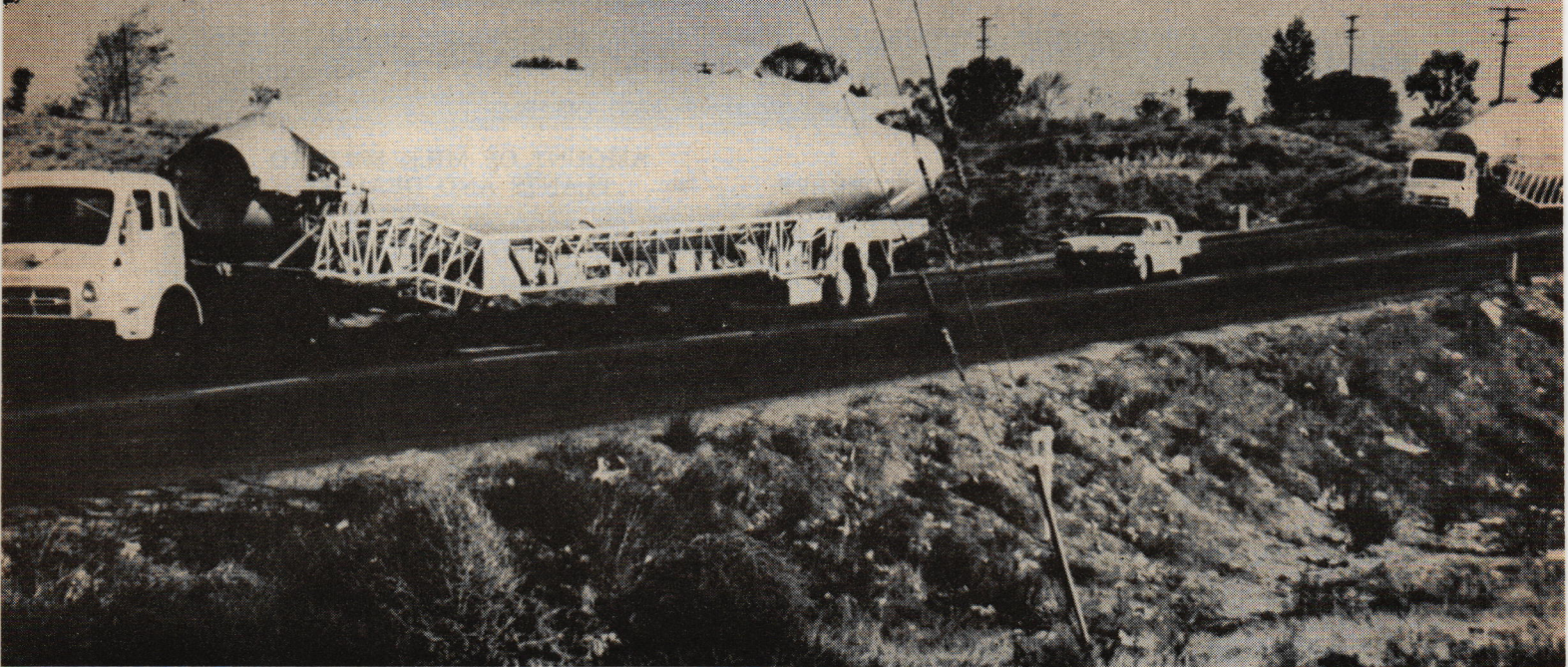
Automated clean-in-place systems control the entire cleaning cycle. The system included a sequence program timer which electronically controls the length of rinse and cleaning cycle, operates pumps and automatic valves, controls detergent concentration and gives energy to the temperature control system.



"Don't forget—you and your kind can be replaced by humans."



# Giant Trailer Moves Mighty Missiles

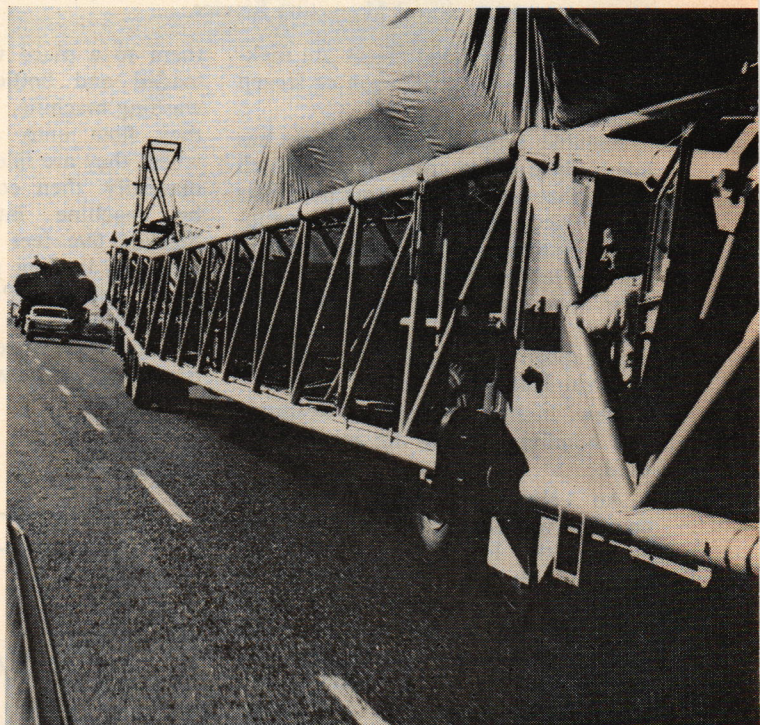


## 97-Foot Semi-Trailer Rig Has Steerable Rear Wheels

A 75-foot-long trailer of tubular steel equipped with steerable rear wheels like a hook-and-ladder fire engine is used for transporting the "big birds" of the defense program, the Intercontinental Ballistics Missiles.

The steerable trailer, with tractor, is a total of 97 feet long. Two tillermen ride in the rear of the trailer, in a compartment hung below the missile and behind the rear wheels. Each one watches one side of the big rig, aided by a system of mirrors.

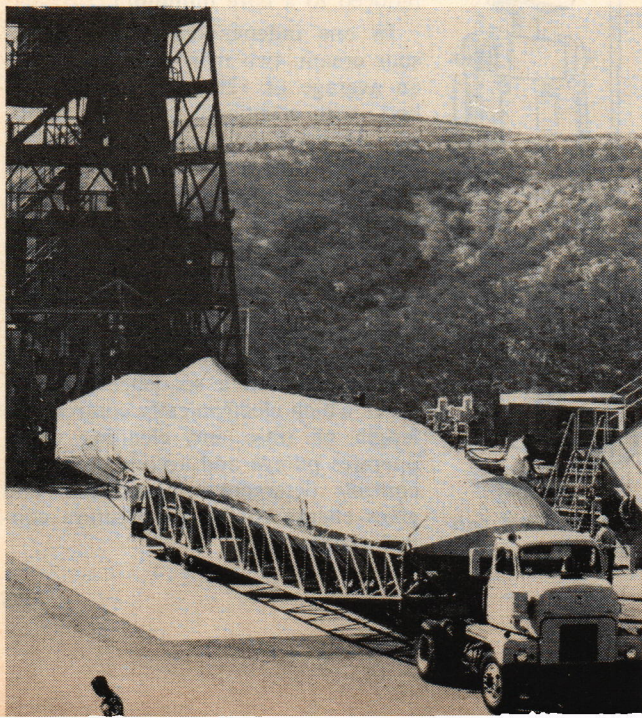
No matter how or where a missile is shipped, it always goes at least part-way by truck!



Top photo: Two big tractor-trailers of special design move Atlas intercontinental ballistic missiles toward launching sites. They will serve to prevent war through threat of instant atomic retaliation.

Above: View of special tubular-steel trailer which cradles the huge atomic-warhead "birds". One of the two "tillermen" who ride each sides of rear of trailer, steering it, can be seen at right side of photograph.

Left: An Atlas missile arrives at a mountainous launching site and is backed into position. No matter how shipped, by air, rail or truck, at least part of the ride of each mammoth missile is by truck transport.





# Safeguards Urged in Reporting Act

**WHILE FIRMLY FAVORING** objectives of a proposed federal reporting and disclosure law for health and welfare and pension funds, the Teamsters Union has filed objections to provisions in the bill which would ignore due process and give the Secretary of Labor authority for "fishing expeditions."

Legislative Counsel Sidney Zagri told a subcommittee of the House Education and Labor Committee the Teamsters Union recognizes the need for investigatory powers for the Secretary, but objects to absence of safeguards in the bill as proposed.

His testimony follows:

First I would like to establish the basis of our interest in the proposed legislation. The Teamsters Union has pioneered in the establishment of Health, Welfare and Pension Funds through collective bargaining. The Central States, Southeast and Southwest Areas Health and Welfare Fund was established by a trust agreement approved by employer and union representatives in March, 1950.

The 1,700,000 members of the Teamster Union, their wives and children, totalling over five million individuals, are for the most part beneficiaries of over one thousand Health, Welfare and Pension Programs.

These Funds range from individual plans covering the membership of a single local union to large multi-state programs such as the Central States Health, Welfare and Pension Fund, which covers 118,000 members and over 350,000 wives and children residing in twenty-three states.

It is to be noted that this Fund, as is the case with most other Funds, is subject to the following reporting and disclosure regulations by the states and Federal Government.

1. The various states regulate insurance companies which underwrite Welfare and Pension Plans.

2. The States of Connecticut, Massachusetts, New York, Washington and Wisconsin have enacted State Disclosure Laws which are comparable to the Federal Welfare and Pension Plan Disclosure Act.

3. The Internal Revenue Service requires the filing of appropriate finan-

cial data by Pension Funds which meet the requirements of Sections 401(a) and 501(a) of the Internal Revenue Code.

In addition to the aforementioned supervision and regulation by state law, the operations of the Central States, Southeast and Southwest Areas Health and Welfare Fund were thoroughly investigated by the Douglas Committee of the U. S. Senate.

The Fund was given a clean bill of health by the Committee and its operations are described as follows:

"The Fund operates from Chicago, Illinois, where it maintains a complete bookkeeping system and a visual record card system on each employer and employee. The office has fifty-five employees. All employer contributions go directly to a bank and no money is handled by the fund office. Monthly and yearly audits are made by separate accounting firms. The Fund is completely self-administered with the exception of payment of claims. Administrative expenses run about 2.4% of the Fund's income. Trustees receive no compensation other than travel expenses and per diem allowance in connection with quarterly meeting. The salaries of the Executive Secretary of the Fund and his assistant are paid by the Union, the Central States Drivers Council."

It is clear from the foregoing that the Teamsters Union and its membership have a great stake in this proposed legislation.

At the outset, let me make it perfectly clear, that we favor the purposes and objectives of H. R. 7234 for the following reasons:

1. We subscribe to the concept that Health and Welfare and Pension Funds are, for the most part, deferred wages, and as such, should receive similar protection afforded other funds of a quasi public nature. This is particularly true since over 100 million people in America are affected and pension funds alone exceed 40 billion dollars.

2. We favor a Federal reporting and disclosure law as the only sound

approach to the problem of multiple filing requirements by the several states of funds covering employees or employers in more than one state.

3. We favor and support implementation of these objectives.

Secretary of Labor Goldberg states in his testimony before this Committee that it is a matter of mystification to him how anyone can oppose the objectives of this legislation. The issue is not over the objectives but over the specific means proposed. For example, Section 15, which amends Section 9(d) of the Act delegates broad investigatory and enforcement powers to the Secretary of Labor. We do not oppose the delegation of such power. We recognize that investigatory power is essential if the Secretary is to make an adequate check on the accuracy of facts contained in reports filed. We recognize that such power is necessary in order to determine possible violations of the statutes dealing with false concealment of facts, bribery and embezzlement.

However, there is a great difference in the power requested in H. R. 7234 and the investigatory powers requested in the original Powell Bill, H. R. 4929. Section 5 of H. R. 4929 which amends Section 9(d) of the Act reads as follows:

"The Secretary of Labor may, upon complaint of violation, or on his own motion when he finds reasonable cause to believe investigation may disclose violations of this Act, make such investigations as he deems necessary, and may require or permit any person to file with him a statement in writing, under oath or otherwise, as to all the facts and circumstances concerning the matter to be investigated."

However, Section 15 of H. R. 7234 which amends Section 9(d) provides:

"The Secretary or his designated representative may investigate and gather data respecting matters subject to this Act, and may enter and inspect such places and such records (and make such transcriptions thereof), question such persons, and investigate such facts, conditions, practices, or matters as



he may deem necessary or appropriate to determine whether any person has violated any provision of this Act, or which may aid in the enforcement of this Act."

Secretary Goldberg testified that:

"We have not deviated from the substance of the proposals that Mr. Powell has offered."

The difference between Section 5 of the Powell Bill, H. R. 4929 and Section 15 of the Administration Bill, H. R. 7234 goes to substance and not to form. It is not "merely a technical improvement." It goes to the very heart of the issue which the Joint Conferees on Landrum-Griffin struggled over. The Joint Conference finally reported out Section 601 of Landrum-Griffin, which is the basis for Section 15 of H. R. 7234.

The requirement of Section 9(d) of H. R. 4929 that the Secretary of Labor must have reasonable cause to believe that an investigation may disclose a violation of the Act has been replaced by the very vague requirement that he may conduct an investigation "as he may deem necessary." Thus we find that the Secretary has stricken from the Act the requirement of reasonable or probable cause and substituted for it language which is so vague that it is void of any objective standard or criteria.

In his testimony the Secretary fails to justify this all important change which goes to the heart of due process.

He simply states that Section 601 is being sensibly applied and he assures this Committee that:

*"I do not believe, for example, in fishing expeditions, just going out in that area. I believe in sensible, common sense application of law. I think that is what Congress intended when they adopted that law."*

Yet in the exercise of his investigatory powers under Landrum-Griffin, the U. S. District Court Judge recently characterized the Secretary's exercise of this power as "an administration fishing expedition." He further characterized the use of the subpoena power as "the broad shotgun."

The Court denied the Secretary's petition on the basis that the Secretary failed to indicate any reason or necessity for examining all the books and records of the local union.

The Court cites *FTC vs. American Tobacco*, 264 U.S. 298 as follows:

"Anyone who respects the spirit

as well as the letter of the Fourth Amendment would be loathe to believe that Congress intended to authorize one of its subordinate agencies to sweep all our traditions into the fire (Interstate Commerce Commission v. Brimson, 154 U. S. 447, 479), and to direct fishing expeditions into private papers on the possibility that they may disclose evidence of crime. \* \* \* It is contrary to the first principles of justice to allow a search through all the respondents' records, relevant or irrelevant, in the hope that something will turn up. \* \* \*"

The Court does not agree with Secretary Goldberg that his interpretation of Section 601 is "sensible." In fact the Court finds to the contrary.

"The interpretations sought by the Government here would mean that at the whim of any administrative officer he could decide to exercise the strong arm of his power in an attempt to personally embarrass any union or union officer whom he might personally dislike. Furthermore, what is to prevent repetitious harassment? What are the standards?"

Secretary Goldberg has appealed the decision of the District Court despite the fact that the lower court found that there was never any complaint or charge either filed with or pending before him involving the respondents. Nor does the Secretary of Labor, or his duly authorized and delegated subordinates, indicate or intimate that there has been, could be, or do they have any reason to believe any violation of law has been

committed or contemplated by the respondent unions.

In view of the Secretary's position that he may conduct a fishing expedition, he may issue a broad shotgun type of subpoena, that he need not have any basis for believing that a violation of law has been committed or contemplated, this Committee should adopt adequate safeguards to protect the constitutional rights of individuals affected by the inquisitorial powers of the Secretary.

The Secretary of Labor is granted broad rule-making and adjudicatory functions. Section 15(e) provides that Section 307 of the Federal Power Act of June 10, 1920 is applicable in defining the jurisdiction, duties, and powers of the Secretary.

This empowers the Secretary to hold hearings, compel the attendance of witnesses, issue subpoenas, etc.

Section 5(a) authorizes the Secretary to promulgate regulations describing the form and detail for the reporting of information required by Section 6 and 7 of the Act. This section also permits the Secretary to make exceptions to the obligations relating to disclosure and reporting.

This rule-making and adjudicatory power delegated to the Secretary is patterned after similar provisions in Landrum-Griffin.

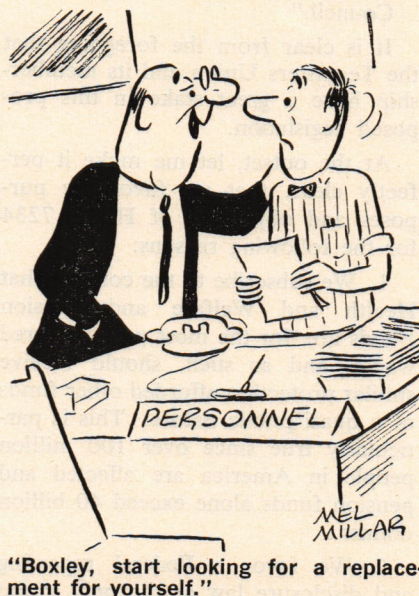
However, the Landrum-Griffin Law established effective safeguards by making the provisions of the Administrative Procedure Act applicable to both the rule-making and adjudicatory functions of the Secretary.

Specifically, Section 1006 of the Administrative Procedure Act then comes into play to regulate the conduct of adjudicative and rule-making hearings and leaves no question in sub-paragraph (c) that appraisal, confrontation and cross-examination are the rights of every party whose rights or property will be directly affected by the agency's ultimate determination.

The Administrative Procedure Act will also apply to investigational hearings. Section 1005 of the Administrative Procedure Act will apply to "any person compelled to appear in person before any agency or representative thereof." It is therefore recommended that Section 606 of the Landrum-Griffin Law be incorporated into H.R. 7234 as follows:

Administrative Procedure Act

"Sec. 606. The provisions of the Administrative Procedure Act shall





be applicable to the issuance, amendment, or rescission of any rule or regulations, or any adjudication, authorized or required pursuant to the provisions of this Act."

It should also be noted that Section 5(a) permits the Secretary to make exceptions to the obligations relating to disclosure and reporting. It should be made clear that these exceptions will be nondiscriminatory.

Question has arisen as to whether H.R. 7234 would open the "back door" to federal regulation of investment practices.

It has been pointed out that Section 15(d) authorizes the Secretary to investigate "practices". It is further pointed out that this may relate to an investigation of the practices as they relate to the basis for investments, actuarial assumptions, underlying funding arrangements, and accounting practices.

Secretary Goldberg's testimony is replete with statements emphasizing that H. R. 7234 is a reporting and disclosure act. In response to question regarding the regulation of investment practices, the Secretary states:

"The purpose of the statute is that we get the facts of what is happening. We are not asking for any authority to direct an administrator to invest in this type of security or that type of security. There is no attempt to go that far.

"This is a very limited thing. All we are asking for is that we be authorized to require the administrator of the funds to tell exactly what is happening."

In the light of this testimony it might be well to consider an amendment which would reflect this conclusion and allay existing fears in this regard. I offer the following amendment:

"Nothing herein contained shall be construed or applied to authorize the Secretary to investigate, regulate, record, report, publicize or inquire into the investment policies, practices or program or any specific investment of any fund or actuarial assumption, or accounting practices, and the Secretary is hereby expressly prohibited from so doing.

"FURTHER PROVIDED, however that the Secretary may inquire into the existence and amount of such investments, actuarial assumptions, or accounting practices, for



"No more vacations? That's okay, I've learned to rest on the job . . ."

the purpose of verifying any report required by this law."

Question has also arisen as to the need of a Federal law to establish uniformity and eliminate duplication of reporting and disclosure requirements of Funds operating in the several states.

Where there are trust funds covering employees or employers in more than one state, a uniform reporting disclosure act would eliminate the necessity for multiple filing requirements, multiple examination by state officers of the trustee fund, and multiple criminal penalties.

For example, the state of New York has a very detailed reporting and disclosure act, and a very stringent insurance law. The state of Wisconsin has comparable statutes on the books. The Central States Health and Welfare Program operates in both states and is subject to the supervision of both laws. An examination by both states would be both costly and time consuming. It is estimated that an audit by the state of New York would cost the beneficiaries of our Fund between \$35 to \$40 thousand dollars.

Section 13 continues the provision of the old law that a state may not require the filing of reports which differ from those required under the Federal law. It also contains the old provision that the State may obtain additional information or otherwise regulate the plan.

It is clear from this that H.R. 7234, in its present form, does

nothing to solve the problem of large funds operating in more than one state. It only adds to the cost and burden of duplicating audits, reports, etc. A Federal Act preempting the field would establish uniformity and eliminate unnecessary duplication of reporting requirements.

It is clear from the foregoing that the potential cost to the members of the Fund operating in the 50 states of the Union could be very great. In the interest of economy and efficiency, which will redound to the benefit of the rank and file members and their families, it is urged that Section 13 be amended so that a single Federal reporting and disclosure law will prevail.

Section 224 defining the crime of bribery and graft is unduly broad in nature and contains an exception which borders on the preposterous. The proviso states that the payment to any person of his *usual* salary for *necessary services* is not prohibited. This would appear to place in the hands of the Federal prosecutors and Federal Jurors the determination of what are usual salaries and whether certain services are necessary.

It is therefore recommended that this section be amended by deleting the word "necessary." Thus the test would be whether the "services" were performed and not whether they were "necessary."

Section 1027 relating to penalties for false statements omits the very important qualification that the fact which is falsified or misrepresented should be a material fact. This means any inconsequential fact falsely made may subject the administrator of a fund to fines up to \$10,000 and imprisonment up to five years.

This section is similar to Section 209(b) of Landrum-Griffin, which provides that "any person who makes a . . . representation of a *material* fact . . . , or who knowingly fails to disclose a *material* fact . . . shall be fined not more than \$10,000 or imprisoned for not more than one year, or both. It is recommended that the word "material" be inserted prior to the word "fact" to parallel the comparable statute in Landrum-Griffin.

Attention is called to the meaning of "converts" in Section 664 dealing with thefts or embezzlements. Does "converts" to "use of another" include investments in (a) violation of state law; (b) violation of the trust instru-



ment; and (c) a loan on inadequate security?

This type of "conversion" usually subjects the individual to civil liability under state law. The reason for this is that, in many instances, the loan or investment is measured by "the prudent man rule." Where a matter of judgment is involved and reasonable men may differ, the possible imposition of criminal liability for defalcation appears to be unusually harsh.

It should also be pointed out that in many instances the criminal sanctions imposed are duplicating laws already existing in the several states.

It is possible, therefore, that an individual may be convicted under two laws for the same crime without

double jeopardy under recent decisions of the U. S. Supreme Court. It is therefore recommended that insofar as the proposed statutes dealing with bribery and graft, embezzlement and theft, fraud and false statements relate to Health, Welfare and Pension Funds they pre-empt the field and thus eliminate duplication of laws and possible double punishment for the same crime.

In conclusion the Subcommittee is urged to strike a balance between the needs of a full and complete disclosure of Health, Welfare and Pension Funds and the need for the protection of individual rights and personal liberty through reasonable limitations upon the arbitrary exercise of administrative power.

## Contract Wins Wage Gains for 1200 Maine Drivers, Despite Political Pressure



Signing agreement covering 1200 Maine drivers are, from left: Albert H. Page, secretary-treasurer, Local 340; David Hastings, president, Local 340; William F. Dodge of St. Johnsbury Truck Co., and Harry L. Milliken, secretary of carriers association.

An agreement winning substantial wage increases for 1200 Maine truck drivers has been signed despite an effort in the state legislature to bring pressure on the negotiations through debate on a controversial "right to work law."

Before the pact was signed, one legislator suggested the "right to work" bill should be kept alive to dissuade the union from calling a

strike to back up its demands. The anti-union measure was defeated in both houses.

The new contract will ensure 1200 drivers minimum wage increases of 64 cents an hour over the next six years.

Local 340 President David Hastings and Secretary Albert H. Page signed the pact for the union.

## Warehouse Gains Won by IBT, ILWU

Last month's Northern California strike of warehousemen was settled with a tentative 3-year agreement which the Joint Warehouse Negotiating Committee of the International Brotherhood of Teamsters and the International Longshoremen's & Warehousemen's Union hailed as "outstanding progress toward warehouse stabilization."

The agreement, which is subject to ratification by the locals involved, gives warehouse men and women an estimated 38 to 40 cent hourly package in wages and benefits over a three-year period.

The agreement was reached with the Distributors Association and the San Francisco Employers' Council in meetings during the weekend, most of last night and early this morning. Work was ordered resumed immediately in the houses involved in the settlement pending ratification by the locals involved.

Not settled at the same time was the strike of Teamster Local 853 against the United Employers Association. The Joint Committee voted to continue full support of the local.

Warehousemen, under the terms of the settlement, will receive wage increases of 9 cents an hour this year, 8 cents next year and 10 cents in the third year.

The wage increase for women will be 7, 6 and 8 cents for each of the three years of the agreement.

Teamster locals involved in the settlement are 853, Oakland, 12 and 860, San Francisco, 655, the Peninsula, 287, San Jose, 315, Contra Costa County, 624, Marin County, 980, Santa Rosa, 890, Salinas, and 912, Watsonville. The ILWU locals are 6, San Francisco Bay Area, and 17, Sacramento Area.

The contract will also be the basis of settlement for Teamster warehouse locals in the San Joaquin and Sacramento Valleys. Warehouses independent of the employer associations will be able to continue or resume operations as rapidly as meet the terms of the master agreement.

The joint committee, headed by Joseph Dillon of the Teamsters and Louis Goldblatt of ILWU as co-chairmen, met and recommended acceptance of the agreement. Dillon and Goldblatt also headed the subcommittee which did the actual negotiating.



# IS IT WORTH A BUCK TO YOU ?



## *to shake off the handcuffs?*

That's strong language. But let's face the facts: Reactionary Congressmen are hand-picked for their jobs—to smash legitimate unions. Open-shop employers back these Congressmen—by heavy campaign contributions, expensive entertaining and lobbying.

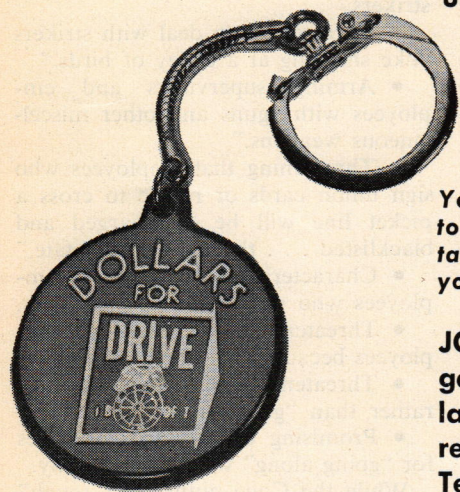
**ALL Congressmen are subjected to extensive pressure to weaken your union, your contract, by enacting union-busting laws.**

## **THINK ABOUT THIS:**

You wouldn't pick a company stooge to represent you at the bargaining table—because you know he'll sell you out.

Why pick a reactionary to speak for you in Congress when his vote can sell you out by undercutting your contract gains?

**JOIN DRIVE! DRIVE** will break the handcuffs. **DRIVE** is a voluntary organization dedicated to helping candidates favorable to organized labor. **DRIVE** is working to get every Teamster member and family registered and voting. **DRIVE** is getting the truth about Congress to all Teamster members.



What is good for America is good for Labor . . .

**DRIVE** is fighting for your jobs, for your schools, for your health and welfare —

**DRIVE** is working to enact S.1197—against discriminatory rate-making by the I.C.C. and the railroads—to save Teamster jobs and the trucking industry

**DRIVE** is your political right arm.

Enclosed is \$1.00 for my supporting membership for **DRIVE**. Please send my **FREE** gold stamped **DRIVE** keychain.

NAME \_\_\_\_\_  
Please Print

LOCAL NO. \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_  
City Zone State



## New Three-Year Construction Agreement Signed by Teamsters, Illinois Contractors



Seen as the contract between the Illinois Conference of Teamsters and the Associated General Contractors of Illinois was signed were, standing, from left: Edward J. Loehr, secretary of the Teamster negotiating committee, and E. E. "Hawk" Hughes, President of Illinois Conference. Seated are Glen Perkins, left, chairman of the AGC negotiating committee, and William Doty, chairman of the Teamster negotiating committee. The pact has been hailed as "a new era in labor-management relations in Illinois."

Both labor and industry have hailed a new contract negotiated between the Illinois Conference of Teamsters and the Associated General Contractors of Illinois.

A recent issue of *The Builder*, official publication of the Illinois contractors' trade association, declared editorially: "The nature of the discussions caused a mediator to exclaim that he could hardly believe the same groups were negotiating because of the difference in the attitude of both sides throughout the many weeks of meetings." A Teamster member of the committee which completed the collective bargaining was quoted as saying "Perhaps we are entering a new day in our dealings with each other in Illinois."

The agreement covers relations between Teamsters and AGC members in 92 of the 102 counties of Illinois. A three-year pact, it contains wage increases of 12½, 12½, and 10 cents during the three years, a total of 35 cents over the contract period.

Another significant part of the agreement is the hiring-hall provision,

based on the California pattern, which provides for exclusive hiring. Transfer of employees from one local union jurisdiction to another, up to 20 per cent of the total work force on the job, is provided for, but only workers covered by the agreement can be so transferred.

A closed-end or Central Conference type grievance procedure is used; an unusual step in a contract covering construction work. In the process, both the union and management are held responsible for fair practices in behalf of the entire industry. Strikes and lockouts over grievances are specifically prohibited until all the extensive grievance procedures are utilized. In the event existing procedures prove unavailing, deadlocked cases can take any one of three alternative courses toward solution: go to arbitration, go before the National Joint Appeals Board of the Building and Construction Industry, or either party may then use economic force.

Teamster members of the negotiating committee were particularly pleased with a sub-contracting clause

which provides that any subcontractor must observe the conditions of the agreement and the employers cannot use any subcontractor who does not observe the wages, hours, and conditions of employment established by the pact. Wages are established from \$2.92 to \$3.95 per hour and classified in four groups according to the size of the equipment manned by the Teamster members.

The Teamster negotiating committee was under chairmanship of William Doty with the following members: Ray Block, Guy Clapper, Clyde Brewur, E. E. Hughes and Edward J. Loehr, secretary.

## NLRB Ruling Hits Cone Outfit Hard

The Tampa Sand and Gravel Co. of Florida, a subsidiary of Cone Brothers Construction Co., the state's largest road builder, has been found guilty of an unfair labor practice by firing three Teamsters during a recent organizing campaign because the men refused to drive their trucks through picket lines established by the striking International Union of Operating Engineers.

The Cone Brothers company has acquired a notorious anti-union reputation and, in an NLRB trial, has been served with a "cease and desist order" from conduct including:

- Threatening to shoot strikers.
- Directing employees to run over strikers.
- Threatening to deal with strikers "like shooting at a covey of birds."
- Arming supervisors and employees with "guns and other miscellaneous weapons."
- Threatening that employees who sign union cards or refuse to cross a picket line will be "discharged and blacklisted . . . throughout the state."
- Characterizing as "quits" employees who refuse to carry weapons.
- Threatening the arrest of employees because of union activities.
- Threatening to go out of business rather than "go union."
- Promising benefits to employees for "going along" with the company.

While the Cone outfit "gets tough" with organized labor, they have been shown to be playing real cozy with state officials. Last fall the firm was barred from bidding on Florida state road contracts after a legislative committee had uncovered a scandal involving wholesale cash payoffs to road inspectors charged with maintaining the quality of the road construction.



# WHAT'S NEW?

## Fiber Glass Handles of Soft-Faced Hammers

Fiber glass soft-faced hammers designed for industrial use are said to offer several significant safety features. Their manufacturer claims that they eliminate thread stripping, broken or loose handles and heads flying off. The fiber glass handles have polyethylene grips bonded to non-sparking heads with epoxy resin. The faces of the hammers are interchangeable and they are offered in 28 sizes from 4 ounces to 20 pounds.

## Speed and Efficiency Of Fire Extinguisher

Speed, efficiency and compact size are the key features of a fire extinguisher designed in a 2½-pound dry chemical unit. ICC-approved for use on interstate buses and trucks, the unit has a UL rating of 4B:C and is equal in effectiveness to eight 1-quart carbon tets. Speed of operation is outstanding and the safety lock releases automatically on pickup by carrying handle. As standard equipment, there is included with the extinguisher a fast release clamp mounting bracket.

## Advantages Cited of Vehicle Wiring Clamps

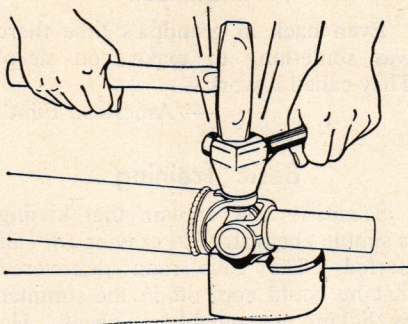
Insulation and cushioning of the wire and fast opening and closing are features of a new line of vehicle wiring clamps. These clamps harness tubes and wires down to ⅛-inch in diameter. Its outstanding safety feature is a molded insert to insulate and cushion the wire. A hinge and lock-nut fastener permits fast opening and closing of the clamp. The manufacturer is in California.

## Truck Decals Called Pressure-Sensitive

A Chicago firm is presenting a line of pressure-sensitive decals for truck lettering and decoration. These new decals, it is claimed, are easy to apply, highly durable and adhere to any surface or finish, even over rivets and seams.

## Save Manpower, Time With U-Joint Tool

Both U-joints on popular make cars and light trucks can be removed and



replaced by one man in 20 minutes by means of a new U-joint tool set which, it is also claimed, will handle 90 per cent of all service on universal joints. Of the simplest possible design, the tool consists of a cast-aluminum-alloy anvil, a steel driver and two nylon extenders.

## One Tire Takes The Place of Two

A nationally-known tire manufacturer is marketing a new, wide truck tire that takes the place of two standard-sized tires. By installing these double-duty tires in place of the dual sets, 24 pieces of tire equipment are eliminated—eight each of tires, rims and wheel spacers. This realizes a very substantial weight saving on tandems normally equipped with duals. Listed among the other advantages are easier ride, more stability through wider spring spacing and higher carrying capacity. The fire hazard caused by driving on duals when one tire is

flat is also eliminated. At present, the following sizes are available—15 x 19.5, 18 x 19.5, 18 x 22.5 and 23 x 23.5, but other models will soon be marketed.

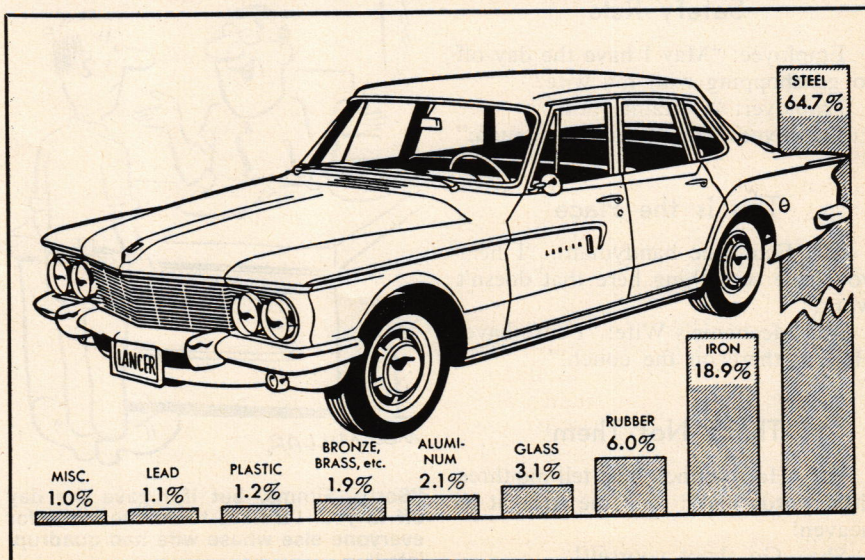
## One Hammer Blow Frees Frozen Fittings

Frozen zinc-type grease fittings are freed with just one hammer blow, says the manufacturer of a new hydraulic ram that generates up to 1,000 pounds hydraulic pressure with one blow and without damage to the fittings. Adaptable to either straight or angle fittings, it removes all hardened matter unless the bushing is completely turned to close the opening.

## Accessory Plug Also Charges Batteries

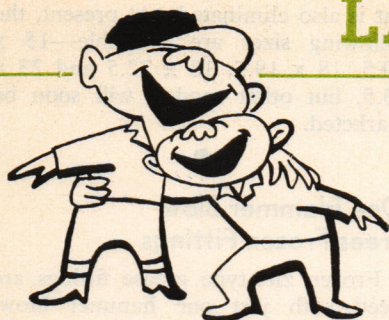
Accessories that are powered through the cigarette lighter can employ a new accessory plug that is said to also permit charging of batteries through the lighter socket. This plug consists of three parts, one, an adapter section offered in 6- and 12-volt and universal models. This is inserted into the lighter socket to accommodate any standard 110-volt male plug. For a reverse polarity hook-up, there is a male plug with nylon (safety) center post that fits the adapter section. The third part is a vinyl female plug molded to a section of wire with either a blunt end or insulated battery clips attached. This attaches to electrical accessories or is used to charge batteries of small engine-driven units.

## BY WEIGHT—WHAT'S A CAR MADE OF?





# LAUGH LOAD



## Her Joy Day

At the Christmas party, Freddy and Jessie had been playing one of those old-fashioned games with forfeits, and the girl had been ordered to give the young man ten kisses.

"Let's see," said Jessie, pausing for breath, "that's seven, isn't it?"

"Only six," corrected Freddie.

"Seven, I think."

"No, six."

"Seven!"

"Six!"

"Look here," said the girl, wearily, "sooner than have any argument, we'd better start all over again."

## The Shame of It

"Either learn to fly today," said the mother pigeon, angrily, "or I'll tie a rope on you and tow you around!"

"But mother," cried the little pigeon, "I don't want to be pigeon-towed!"

## Assembly Line

Little granddaughter came in from the henhouse. "Grandma," she explained, "there aren't any eggs but the seats were all taken."

## Safety Rule

Employee: "May I have the day off to go shopping with my wife?"

Employer: "Certainly not!"

Employee: "Thank you very much."

## This is the Place

Mr. Fixit (the handyman): "I hear you have something here that doesn't work."

Idle Mechanic's Wife: "I sure have. He's in there on the couch!"

## That's Not Them

He—Honeybunch, just tell me three little words that'll send me straight to heaven!

She—Go shoot yourself!

## Tranquilizer

Even back in grandpa's time there was something to make you sleep. They called it work.—

—"American Flint"

## Basic Training

Scientists now explain that kissing is simple chemistry. A craving for salt started. The cave man discovered that he could cool off in the summer by licking his neighbor's cheek. He then discovered it was more fun if the neighbor was of the opposite sex. Then everybody forgot about salt.

## Some Luck

Mary: "So you bought a new fur coat after all. I thought you said your husband could not afford it this year."

Jean: "So I did but we had a stroke of luck. My husband broke his leg and the insurance company paid him \$300."

## Sore Points

A small-town editor found himself short of material so he had his compositor set the Ten Commandments which were run without editorial comment.

After the paper was published, he received a letter which read: "Cancel my subscription; you're gettin' personal."



"Sorry, Simms, but if I gave the day off to you, I'd have to do the same for everyone else whose wife had quadruplets."

## No Landmarks

A woman got on a bus and took the only empty seat, next to a harmless-looking reveller. Soon he opened a map of Manchuria and began to study it. He gazed at the map for a while and finally addressed the woman in an interested tone: "Sure we're on the right bus?" he asked.

## Never Stops

Slim 'N Greasy says: "I'm selling my small foreign car. It takes so long for it to run out of gas, my love life is sufferin'."

## Henpecked Rebel

In a suburban area where homes were quite close together, a man was overheard saying: "I want some consideration around here. I want a little kindness. I want some respect. And I'm telling you, I want plenty of hot water. I won't wash dishes in cold water for any woman."

## Never Say Die

Farmer: "And how is old John coming along?"

Doctor: "Poor fellow, he's lying at death's door."

Farmer: "That's grit for you—at death's door and still lying."

## Appearance First

"Which would you prefer in your future husband—wealth, ability, or appearance?" asked the pretty girl.

"Appearance, my dear," replied the spinster, "but he's got to appear pretty soon."

## Not His

"Long hair makes a guy look intelligent."

"I saw a wife pick one off her husband's coat and he looked foolish."

## Constant in Change

She—I wonder if you'll love me when my hair has turned gray.

He—Why not? I've loved you every time you've changed color so far.

## Bombs Away

"The new baby has its father's nose and its mother's eyes."

"Yes, and if grandpa doesn't stop leaning over the crib, it's going to have his teeth."



# FIFTY YEARS AGO

## in Our Magazine



(From the July, 1911, issue of The Teamster)

### A Sound Investment

The lead editorial in our July, 1911, issue gave witness to the sound fiscal policies of our General Officers of that period. The balance in our treasury then showed an excess of \$30,000 with all the bills paid. Although not a large sum of money by today's standards, it was truly remarkable that our fledgling International was surviving at all, what with all the roadblocks put up by employers, government, and politicians.

Our astute General President Daniel Tobin, with an eye to the future, quickly made a pitch for an increase in dues so that we may continue to grow and prosper.

"In discussing this question (per capita tax)," President Tobin said, "is it not well for us to remember that the little we pay into our union as monthly dues and the little we pay as per capita tax to our International, is but a very small amount of the benefit obtained since we became organized?"

"It is safe to say that we have unions throughout the country whose membership have obtained increases in wages from three to six dollars per week. This amount makes about from twelve to twenty dollars a month difference in wages. Many members have obtained more, but those members who have received those increases in wages sometimes grumble if the officers of the unions, who give them their best advice and service, should endeavor to raise the dues

from fifty to seventy-five cents or a dollar a month. The membership refuses to pay twenty-five cents a week dues, or a dollar a month, and at the same time they are receiving in benefits from the union from twelve to twenty dollars per month increase in wages. This, in our opinion, might be called inconsistent, and it is all owing to the fact that our membership is not properly educated.

"Our only hope is this, that the day will come when we will be sufficiently protected financially to fight against any unjust move made by the employers' or manufacturers' association, who are at all times watching for an opportunity to overthrow our local unions," the editorial concluded.

### A Plea for Unity

An article that appeared in the July 1911 Teamster magazine reminds us of a case that is currently scheduled to go before the U.S. Supreme Court.

The article, entitled, "Union Misers" describes to us the man with the "skinflint idea" that he may join a union and obtain great benefits without assuming duties and responsibilities of membership, both moral and financial.

The case now before the U.S. Supreme Court was brought there by six union members who felt that they were being maligned because their dues money was being used to support candidates and legislative programs not of their liking. In arguing this case before the lower courts, the union involved made the point that the decisions to use the dues money was a majority decision.

This article, written 50 years ago, seemed to be directed at such men and women as those six described above who are bringing down on their union a costly and time consuming litigation simply because they did not want to abide by a majority decision. Excerpts from the article "Union Misers" follows:

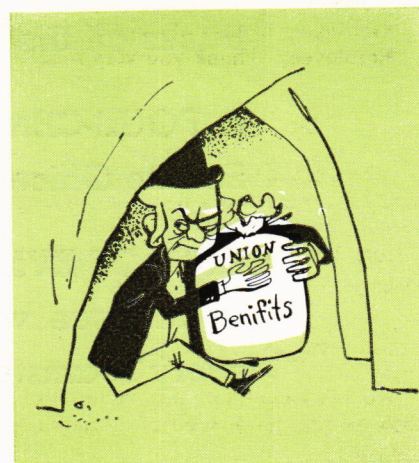
"The idea that a man may join a union and obtain great benefits for himself without assuming and performing the active duties and responsibilities of membership, both moral and financial, is the basis of

much of our weakness, and often leads to defeat.

"The skinflint idea does not pay in unionism, and the man who withholds his support is not only not entitled to dividends, because he cannot reasonably expect profit without investment, but also there is great danger that the union may pass out of existence because of the support that he and others like him withhold, and after that he may expect an assessment to be levied upon him by the employer, in the shape of a reduction in wages, or by the exacting of more work, or the establishment of more unfavorable conditions of work.

"The mere fact that the dues are paid, while important in itself, is not more important than that the movement should have the active personal support and good-will of the members, that they should attend the meetings, assume and perform their full share of committee work, and in general participate in the broadening influences that come with the association of workmen in unions and the interchange of ideas made possible by such association.

"The union movement is entitled to and ought to have the best thought and the entire moral and financial support of every single member. Let every member give his best for the benefit of the common cause and resolve that under no circumstances whatever will he so conduct himself as to warrant that the title of 'Union Miser' should be applied to him."





# Protect Your Job

**4 minutes  
and  
cents**

***Can Help Do It***

**In FOUR MINUTES, you can write a short note to your two Senators urging them to help win passage of S. 1197, a bill to stop selective rate-cutting, which is putting trucks off the highways and Teamsters out of jobs.**

**A FOUR-CENT STAMP will deliver your letter to the Senate Office Building, Washington, D. C.**

**HELP OF EVERY TEAMSTER is urgently needed! This is an issue which could ultimately affect the job of every Teamster member!**

***Write Your Letter NOW!***